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*HISTORY OF CLEVELAND.*







MOSES CLEAVELAND.

*A HISTORY*  
*OF*  
*THE CITY OF CLEVELAND*

*ITS SETTLEMENT, RISE AND PROGRESS.*

*1796-1896.*

*BY*

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*of Cleveland," etc. Corresponding Member of the*  
*Western Reserve Historical Society, etc., etc.*

*Illustrated with Maps, Portraits and Views.*



*CLEVELAND: The Imperial Press.*  
*MDCCCXCVI.*



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No. 413.

**326150**

TO THE MEMORY OF  
MOSES CLEAVELAND,  
AND HIS ASSOCIATES OF 1796,  
IS DEDICATED  
THIS RECORD OF THEIR ACHIEVEMENTS, AND OF THE  
CITY WHOSE FOUNDATIONS THEY LAID  
ONE HUNDRED YEARS AGO.



*I hear the tread of pioneers  
Of nations yet to be ;  
The first low wash of waves, where soon  
Shall roll a human sea.*

*Each rude and jostling fragment soon  
Its fitting place shall find,—  
The raw material of a State,  
Its muscle and its mind !*

JOHN GREENLEAF WHITTIER.



## *PREFACE.*

---

The chief reason for the appearance of this narrative may be found in the fact that no sustained and adequate history of the city of Cleveland has been attempted in recent years, and that this centennial year seemed to demand something that should clearly set forth the wonderful things that one hundred years have accomplished. Subordinate reasons are found in an unusual opportunity for the collection of material, and a deep interest in all that relates to the creation and development of the great city whose history is here recorded. In this semi-confidential note to the reader a personal reference that elsewhere would be out of place may be permitted.

From 1872 to 1889 the writer was continuously engaged in newspaper and literary labor in Cleveland, the main part of which was connected with local themes and bore relation to the advance of the city along those lines of development that in the last twenty-five years have carried her into the front rank of the great cities of the West. That which was at first a matter of the day's business became a labor of love, and day by day, and year by year, the accumulation of historical material went on—a task that has by no means ceased, even in these later years of absence.

The foundations for this work were, therefore, laid almost unconsciously, and its appearance may hardly be

looked upon as premeditated. No one is more conscious than the writer of the fact that a better use of this abundant material might have been made, but he will not admit that any one could have carried to the task a deeper personal interest in the theme, or treasured a closer affection for the beautiful Forest City, the city of homes, the city in whose record may be found so much to admire and commend, and so little that needs apology or apologetic explanation.

The most critical reader cannot more deeply deplore than does the writer the limitations of a work of this character. A half dozen volumes, rather than one, would have been required to follow all the enterprises and interests of Cleveland to the complete conclusion of the record, and to give to each actor in these stirring scenes of a hundred years the full meed of recognition or praise. In many cases where only a generalization was possible, notes have been added showing where the complete record could be obtained, thus enabling the student of our home history to follow his investigations with the smallest possible outlay of labor or research. It has also been the aim of the author to give the testimony of the witnesses themselves where possible, and to that end many direct quotations have been made from the original sources. The advantages and justice of this course will be readily recognized.

It would be impossible in the space here permitted to give individual credit to the many friends who have assisted in the collection of material, or furnished valuable suggestions as to sources from which original information might be obtained. Especial mention, however, must be made of the officers of the Western Reserve Historical Society, of the Early Settlers' Association of Cuyahoga



County, and of the Chamber of Commerce; the librarian of the Public Library, executive officers of the various municipal departments, the newspaper managers and editors whose files have been willingly placed at my service. Acknowledgment of the most ample character must also be made to Col. Charles Whittlesey's "Early History of Cleveland," the publications of the Western Reserve Historical Society, and the "Annals of the Early Settlers' Association of Cuyahoga County." No history of Cleveland can be written, in all time to come, that is not primarily based upon that admirable and authentic collection of original papers, that grew into a volume by the earnest and intelligent labor of Col. Whittlesey. Purporting to be only what they are—disconnected facts collected from original and widely diverse sources—they supply many links of historical connection that would have been blanks without them. It was indeed a fortunate thing for Cleveland and the Western Reserve that this able and careful historian devoted himself to a labor of such importance, at a period sufficiently early for the preservation of much that otherwise would have been a total loss.

The many tracts issued by the Western Reserve Historical Society largely supplement and carry forward the good work in the "Early History of Cleveland." The "Annals" of the Early Settlers came into existence not a moment too soon; had they been commenced a decade later, some of the most important facts in regard to pioneer Cleveland would have been lost forever. The papers, speeches and letters there recorded have proved a veritable gold mine of historical information, and it would be a great loss to Cleveland and all this portion of the Middle West were these publications, or those of the older organization, from any cause, suspended.

This record has been carried as far as possible into this memorable centennial year. It is placed before the people of Cleveland, and the sons and daughters of the city, wherever found, in the hope that it may be regarded as not altogether least among the tributes paid to that great anniversary of Cleveland's birth.

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*THE*  
*HISTORY OF CLEVELAND.*

*CHAPTER I.*

IN THE WESTERN WILDERNESS.

“ While I was in New Connecticut I laid out a town, on the bank of Lake Erie, which was called by my name, and I believe the child is now born that may live to see that place as large as Old Windham.”

These are the words in which Moses Cleaveland, in the year 1796, recorded a prophecy that has been abundantly fulfilled. Staid Old Windham, where for many years Connecticut justice held the scales with rigid exactness, was then far in advance of the newly-named town upon the Cuyahoga, which existed only upon the surveyors' charts, and in the prophetic vision of its founder. Staid Old Windham lies to-day in the quiet usefulness of villagehood, while the city by Lake Erie is well counted one of the great commercial centers of the West. Could Moses Cleaveland stand for a moment, in this memorable centennial year, where his figure in bronze keeps ward over the city where his memory is so highly honored, he would realize that he had builded well, and left an impress for all time upon the life and development of this fair portion of his native land.

It is a romantic story that we have to tell of the men and women who came into the wooded wilderness on the shores of Erie, one hundred years ago, and brought with them the ideas and principles that had even then made New England a power in the moral world—who faced

danger, and withheld themselves from no labor that stood between them and the creation of a home. This story can never be told in that completeness of incident which is the very essence of romantic history, but enough has been written or related by those who had a part therein to make one of the most entertaining chapters upon the opening of the West.

Privation, toil and danger were in the wilderness in those days, as the long war between civilization and savagery went on. While the Western Reserve had its share of death and disaster, the valley of the Cuyahoga was never drenched in blood as was that of the Mohawk or the Kentucky; therefore, the story of Cleveland has no record of sack or pillage, but it has much to tell of want and labor, of a patient sowing of seed that we of a later day might reap, of brave men and helpful women. It is a record of the successive steps by which the New England of the East gave of her brain and sinew for the building of the New England of the West.

A striking picture in this panoramic view was made when General Cleaveland, upon that fair day in July, stood on the hills overlooking the Cuyahoga and Lake Erie, and realized that the end of his journey and the beginning of his real labor of planning and construction had come together at that point and in that hour.

Could this energetic New Englander have looked into the past, as he scanned the wooded heights and the green-edged valley, he would have seen a wonderful chain of events that led back to the beginnings of time, and of which we know only by the traces left upon the rocks and in the soil—by the marking fingers of ice, of flood and of fire.

Those who have studied these lessons, as they lie upon the surface or beneath the soil, from the gorges of Rocky River to the ledges of Nelson, tell us that there was a time when Lake Erie had not made a beginning among the water highways of the world; when its bed was a wide and nearly level plain, with one river, or perhaps



two, flowing through it. There was little soil upon the country roundabout, and the streams were deep and wide—the valley of the Cuyahoga lying, perhaps, one hundred and fifty feet or more deeper than it does to-day.

A marvelous movement of nature then occurred, and wonderful changes followed in its wake. Nearly all the North was covered with a continent of ice, which moved in a southerly direction, carrying stones and soil in great quantities, and leaving the country far more fertile than it was before. “The Ice Age,” we are told by one<sup>1</sup> who has added so much to our knowledge of past events, “brought to your vicinity the first pioneers from another country, your boulders. . . . While this was going on, a little south of the ice, streams were depositing gravel, and deep in that gravel, deposited when it was laid, are the undoubted implements of glacial man, following up the ice. What may be found of him, here, as the ice retreated, is not known, but it may safely be presumed that the earliest known man knew something of your vicinity. His tools of flint, chert or argillite were very simple and few. His learning was of the slightest. His mark upon the earth was so small that high authority believes that some catastrophe overwhelmed him altogether; but perhaps it only happened that some civilized man raised him at once to a higher civilization, perhaps in a servile condition.

“After the Ohio had broken the dam at Cincinnati<sup>2</sup> and regained its former channel; after the plateaus had been formed and the surface of Ohio became as it is at present, there appeared a new man, the Mound Builder. . . . Weapons and tools of rubbed and chipped stone, copper

<sup>1</sup> “History of Man in Ohio: A Panorama.” An address delivered at Norwalk, Ohio, before the Firelands Historical Society, on the 25th of June, 1890, by Hon. C. C. Baldwin. Western Reserve Historical Society's Tract No. 50, p. 259.

<sup>2</sup> The great ice sheet, that covered all this section, made, at the point where Cincinnati now stands, a dam five or six hundred feet high, making a lake which its discoverer, Prof. G. F. Wright, of Oberlin, Ohio, called “Lake Ohio.”

pounded but not cast, and galena not melted to lead, though both were sometimes placed on funeral pyres, unglazed pottery, no burned bricks, no stone buildings; using baskets to carry dirt, making a very coarse cloth or matting, having no alphabet; they must have been industrious and agricultural or they could not have built such immense works. Living mainly on corn, with a government strong enough to combine them patiently, probably through priestly superstition, their civilization was not higher than some Indians when America was discovered. . . . There is no satisfactory evidence of any intermediate race between the Mound Builders and the modern northern Indians."<sup>3</sup>

There is a wide space to travel, between the writing of these records upon the rocks or their burial beneath the soil, and those left in oral relation or script by men of whose existence we are certain, and whose labors can be historically recorded. Among the earliest glimmers of knowledge of the movements of the white man upon this southern shore of Lake Erie may be placed the visit of Father La Roche Daillon, a Recollect missionary, who as early as 1626 preached to an aboriginal people, by some called the Kakquahs, and by the French the "Neuter Nation." The headquarters of this tribe, or nation, were probably upon the north shore of Erie, although they had villages near the present site of Buffalo, and extending westward along the shore of the lake. Such information, as this Father has left us, leads to the belief that, at that time, the southern shore of Lake Erie, say from Cat-

<sup>3</sup> "Standing beside some of their remarkable earthworks, a glamour of admiration leads us to picture, in imagination, a departed race, learned in all the highest arts of civilization. But under the careful study of their remains the picture vanishes, and leaves in its place that of a patient, plodding people, with poor appliances, struggling towards civilization while still on the confines of barbarism. . . . If it is asked of what race were these Mound Builders, it now can only be said they were one of the native American races, closely allied to the hunting Indians, and probably a branch of the same race."—"Archæology of Ohio," by Professor M. C. Read, of the Geological Survey of Ohio. Western Reserve Historical Society's Collections, Vol. III., Tract No. 73, p. 111.



taraugus Creek, in New York, to near Sandusky Bay, Ohio, was occupied by a powerful tribe known as the Erie.<sup>4</sup> In blood, they were kindred to the Iroquois, a fierce and implacable foe, who, near 1650, waged war upon the Kakquahs, and followed this by a warfare so fierce and merciless upon the Eries that they were practically swept from the face of the earth. Whole families were slaughtered, and villages burned to the ground; some who escaped joined the tribes of the farther West; children were captured and held for adoption, and warriors, who were taken in battle, were reserved for torture.

This sudden and savage extinction of the Eries left northeastern Ohio in the hands of the powerful Iroquois. Their western boundary was set along the Cuyahoga, while their war parties made occasional excursions beyond.

There is little definite information as to the year in which the French traders appeared among the Indian tribes of this section. There is evidence to show that that remarkable explorer and adventurer, La Salle, was in the country south of the Erie as early as 1669; discovered the Ohio River,<sup>5</sup> and passed down it as far as the site of Louis-



LA SALLE.

<sup>4</sup> The following, from Day's "Historical Collections of Pennsylvania," p. 310, will throw some light upon the meaning of this name: "The Eries, or Irri-ronon, a powerful and war-like race inhabiting the south side of the beautiful lake which still bears their name—almost the only memento that such a nation ever existed—a name signifying cats, which they had adopted as characteristic of their tribe."

<sup>5</sup> "The River Ohio, otherwise called the Beautiful River, and its tributaries belong indisputably to France, by virtue of its discovery, by the Sieur de la Salle, and of the trading posts the French have had there since."—Instructions to M. Duquesne, Paris, 1752; see Colonial Documents of New York, Vol. X., p. 243. "It is only since the last war that the Eng-

ville, where he was abandoned by his men, and compelled to return home alone. There is a map, of which there is some evidence to show that he was the author, bearing the date 1672, where the fair body of water to the north of us is called "Lake Tejocharonting, commonly called Lake Erie."

We begin to tread upon firmer ground, in considering the records of but a few years later. In 1678, La Salle was commissioned by Louis XIV. of France to explore that part of the western wilderness of America called "New France." His purpose was threefold: "To realize the old plan of Champlain, the finding of a pathway to China across the American continent. To occupy and develop the regions of the northern lakes. To descend the Mississippi River and establish a fortified post at its mouth, thus securing an outlet for the trade of the interior, and checking the progress of Spain on the Gulf of Mexico."

In the early part of 1679, he built above the falls of the Niagara a vessel of sixty tons, which he named the "Griffin," and in which he sailed out into the waters of the Erie. Shipwreck and disaster were the fate of this first vessel of the white man to spread her sails upon these inland seas. She reached Green Bay, where La Salle and some of his lieutenants left her, was loaded with furs, set out upon her return trip, and was never heard of again.<sup>6</sup>

lish have set up claims to the territory on the Beautiful River, the possession whereof has never been disputed to the French, who have always resorted to that river ever since it was discovered by Sieur de la Salle."—Instructions to Vaudreuil, Versailles, April, 1755; see Colonial Documents, Vol. X., p. 293. Two local historians of high repute incline quite strongly to the theory of this discovery. Says Col. Charles Whittlesey: "No one has set up against him a rival claim to the discovery of the Ohio. His heirs, his admirers, and his countrymen should cherish the memory of that discovery as the most wonderful of his exploits." Western Reserve Historical Society's Tract No. 38, p. 12. Charles C. Baldwin adds: "La Salle entered the Ohio near or at one of its sources, I believe at Lake Chautauqua, six or seven leagues below Lake Erie, and followed it to Louisville." Western Reserve Historical Society's Tract No. 63, p. 328.

<sup>6</sup> "Many historians infer that La Salle passed through northern Ohio from the Illinois River in the winter of 1682-83. That he made a journey

During the years in which the French and English carried on their long dispute as to the ownership of this portion of the West, that part east of the Cuyahoga remained in possession of the Six Nations, who used it as a hunting ground; while that to the west of the stream was in the main under the control of the Ottawas, Chippewas and Pottawattomies, their only white visitors being an occasional French or English fur-trader, or a zealous Jesuit missionary, who had braved the manifold dangers of the venture for the advancement of his faith.

For the better understanding of that which immediately follows, it will be necessary to bear in mind the fact that at the beginning of the Eighteenth Century there were three great European powers who claimed possessions in North America. Spain was the master of Mexico and of a portion of the southeast corner of the United States; France held all to the north of the lakes, west of the Alleghanies, and southward to the possessions of Spain; while England's claims went from the Spanish line on the south to the northern lakes and the St. Lawrence, and westward to the Alleghanies. These are the general outlines. There were disputes in several directions as to boundary lines, which in many cases were but faintly outlined.

In 1714, Governor Spotswood, of Virginia, led an expedition which disproved the general belief that the Alleghanies were impassable. He passed the chain and descended to the Ohio.<sup>7</sup> Upon his return he in-  
by land from Crèvecœur to Quebec in that winter, cannot be doubted, but there is no proof on which side of Lake Erie he traveled. It is far more probable that he avoided the hostile Iroquois, and bearing northward crossed the Detroit River, where the Indians were friendly to the French." "Early History of Cleveland," by Col. Charles Whittlesey, p. 51.

<sup>7</sup> A touch of romance comes in here. Upon his return, this gallant governor "established the Transmontane Order, or Knights of the Golden Horse Shoe. On the sandy plains of Eastern Virginia horseshoes were rarely used; but in climbing the mountains he had found them necessary; and on creating his companions knights of this new order, he gave to each a golden horseshoe inscribed with the motto, 'Sic jurat transcendere montes.'" Western Reserve Historical Society, Tract No. 20, p. 5.



formed those who were his superiors in authority, the British Ministry, that the planting of a settlement in the western valley was a matter of great importance, and that England's interest did not lie in permitting France to hold it in undisputed possession.

England moved forward in her conquests, slowly but surely. She gained the friendship of the great Iroquois Confederacy—the most powerful organization of Indian tribes in the New World—who were in possession of the southern shores of Lakes Erie and Ontario.<sup>8</sup> Many treaties were made with these confederated tribes during the first half of the Eighteenth Century, and grants of lands of great value were obtained on the eastern slope of the Mississippi Valley.

It was near the middle of that century when England acted upon the wise advice of her Virginian governor. An organization known as "The Ohio Company" was created in 1748, which received a royal grant of one half million acres of land in the valley of the Ohio. The endeavors of this company to obtain and hold secure their new possessions continued for years, and form a chapter of absorbing interest in the history of Ohio, but have no direct connection with the valley of the Cuyahoga.

A long step toward the secure possession of this great empire of the West was taken when, by the treaty of Paris, made in 1763, England acquired Canada and all the territory east of the Mississippi and southward to the Spanish Territory, with the exception of New Orleans and its immediate vicinity. This was followed, in 1768,

<sup>8</sup> "The occupation of Ohio, from the French war to the Revolution, was as follows: The general western limits of the Iroquois proper was a line running through the counties of Belmont, Harrison, Tuscarawas, Stark, Summit, and Cuyahoga. The Delawares occupied the valley of the Muskingum, their northern line running through Richland, Ashland, and Wayne; the Shawnees the valley of the Scioto, the northern line being a little lower than the Delawares; the last two tribes occupying as tenants of the Iroquois. It will thus be seen that the Iroquois had not only admitted sovereignty, but actual legal occupancy of the greater part of Ohio."—"The Iroquois in Ohio," by C. C. Baldwin. Western Reserve Historical Society, Tract No. 40, p. 28.

by a treaty at Fort Stanwix, between Sir William Johnson and the Six Nations, by which the lands south of the Ohio and the Alleghany were sold to the British, the Indians still retaining those north and west of these rivers.

The white men who ventured into the lands to the south of Lake Erie and west of the Alleghanies, previous to the organized attempts at settlement made to the south by the Ohio Company and to the north by the Connecticut Land Company, have left few traces by which their purposes can be clearly understood, or their movements closely followed. The hardy and venturesome trader, both English and French, who pushed into the wilderness, and carried the products of civilization to exchange for those of the chase, reached the mouth of the Cuyahoga at an early day. The French extended their forts and trading posts to many points on the lakes and the Ohio River, between 1700 and 1750. In this year last named they possessed a fort at Sandusky, and five years later a trading house on the Cuyahoga, near the mouth of Tinker's Creek. The winter of 1755-6 was spent by James Smith, a Pennsylvanian, in this neighborhood, as a prisoner of the Delawares, and in a narrative which he penned the sections watered by the Cuyahoga, the Black and the Kilbuck rivers are fully described. Near the same time a white girl named Mary Campbell passed five years in a like captivity near the Cuyahoga falls, not far from the site of Akron. In commenting upon the early traders who pushed forward to this neighborhood, Colonel Charles Whittlesey says: "After the British took possession in 1760, French and English traders continued together to traffic with the Indians on the waters of Lake Erie. No doubt a post was kept up at some point or points on the river during a large part of the Eighteenth Century, but such establishments are so slight and temporary that they are seldom noticed in history. A trading house is a very transient affair. A small log cabin covered with bark constituted all of what is designated as an establishment. If the Indian customers remove, the

trader follows them, abandons his cabin, and constructs another at a more convenient place. Within a year the deserted hut is burned to the ground, and all that remains is a vacancy of an acre or two in the forest covered with grass, weeds, briars and bushes.'"<sup>9</sup> In 1760, Major Robert Rogers, in command of a New Hampshire company of Provincial Rangers, left Fort Niagara to take possession of the French post. According to one eminent historian,<sup>10</sup> they paid a visit to this place: "On the 7th of November, 1760, they reached the mouth of the Cuyahoga River, the present site of Cleveland. No body of British troops had ever advanced so far. The day was dull and rainy, and, resolving to rest until the weather should improve, Rogers ordered his men to prepare their camp in the neighboring forest. The place has seen strange changes since that day. Soon after the arrival of the Rangers, a party of Indian chiefs and warriors entered the camp. They proclaimed themselves an embassy, from Pontiac, ruler of all that country, and directed in his name that the English should advance no further until they had had an interview with the great chief, who was close at hand. He greeted Rogers with the haughty demand, what his business was in that country, and how he dared enter it without his permission." After parleying and presents, the objection was withdrawn. In the opinion of Col. Whittlesey, this reported interview did not occur here at all, but at Grand River. An expedition sent out under Major Wilkins, in 1763, was wrecked on Lake Erie near the Cuyahoga, or Rocky River, and was so disorganized that it had to return; while yet another under Col. Bradstreet (1764) is supposed to have passed through this neighborhood.

Sir William Johnson, the superintendent of Indian affairs, paid a visit to Detroit in 1761, after the English had obtained possession of that place, and returned home by way of the south shore; in his diary we find this

<sup>9</sup> Whittlesey's "Early History of Cleveland," p. 131.

<sup>10</sup> Parkman's "Conspiracy of Pontiac," pp. 147-148.



record: "Embarked this morning at six of ye clock, and intend to beach near Cuyahoga this day."

As early as 1765 the practical eye of Benjamin Franklin, as he scanned the crude maps of the Western country, and listened to those who had visited it, showed him the advantages of the Cuyahoga as a military post, and he recommended its occupancy for that purpose. Washington himself, in discussing the question of water communication between the northern lakes and Chesapeake Bay, suggested "the practicability of a route from Lake Erie by way of the Cuyahoga, Tuscarawas and Muskingum into the Ohio, as an outlet to the future inland commerce of the lakes," necessitating "a portage near Akron of less than seven miles, whereby shipments were to be transferred from the lakes to the river Ohio, thence to ascend its upper tributaries into the mountains, from whence, by another portage, would be reached the navigable rivers falling into the Atlantic."<sup>11</sup>

In the fall of 1782, the mouth of the Cuyahoga again appeared in the discussions of the military authorities, and there occurred an incident of travel and suffering in an endeavor to reach it, that so well illustrates the conditions then existing, that I am led to relate it with some detail. The newly-created American Government had learned that the British had established a military post at Sandusky, and were about to build another, either at Cuyahoga or Grand River. Major Isaac Craig, of the Revolutionary Army, was ordered to take Lieutenant Rose and six active men, visit the two points last named, and learn "whether any such attempts were making by the enemy."<sup>12</sup>

The little party set forth from Fort Pitt (Pittsburg) upon its long and perilous journey, near the middle of November, in the year named. They reached a point they sup-

<sup>11</sup> Historical Address by Samuel E. Adams, Esq., "Annals of the Early Settlers' Association of Cuyahoga County," No. 1, p. 19.

<sup>12</sup> From the privately printed life of Major Isaac Craig. Western Reserve Historical Society, Tract No. 22, p. 4.



posed to be within a day's march of the Cuyahoga, and there left one man in charge of their extra provisions, it being their intention, upon rejoining him, to take a fresh supply and then proceed to a like visit to the mouth of the Grand. We quote from the narrative as learned from Major Craig: "The weather proved very unfavorable after the separation; the Major, with his party, was detained beyond the appointed time, and the soldier with the horse had disappeared, so that when they reached the designated place, weary and half-famished, they found no relief, and had before them a journey of more than one hundred miles, through a hostile wilderness. The examination of Grand River had of course to be abandoned, and the party was compelled to hasten back to Fort Pitt. The travel back was laborious and painful, the weather being tempestuous and variable. The party pursued the most direct course homeward. Before they reached the Conequenessing, near about, as Major Craig thought, where Old Harmony now stands, the weather became extremely cold, and they found that stream frozen over, but the ice not sufficiently firm to bear the weight of a man. The following expedient was then resorted to as the best the circumstances allowed: A large fire was kindled on the northern bank of the Conequenessing, and when it was burning freely, the party stripped off their clothes; one man took a heavy bludgeon in his hands to break the way, while each of the others followed with portions of the clothing, and arms in one hand and a fire-brand in the other. Upon reaching the southern bank of the stream, these brands were placed together and a brisk fire soon raised, by which the party dressed themselves and then resumed their toilsome march. Upon reaching the Cranberry plains, they were delighted to find encamped there a hunting party consisting of Captain Uriah Springer and other officers, and some soldiers from the fort. There, of course, they were welcomed and kindly treated, and arrived at the fort on the evening of the second of December. The report of Major Craig was that

there was no sign of occupancy at the mouth of the Cuyahoga."

The residence of the Moravian missionaries<sup>13</sup> and their followers within the present boundaries of Cuyahoga County was brief and unimportant, except as a chapter in the long, sad story of that driven and persecuted people. When the "praying" Indians and their white leaders decided to leave their temporary home in Michigan, they determined, in May, 1786, to "plant a settlement" on the Cuyahoga River, and after much toil and many disasters reached a point upon its eastern bank, a short distance below the mouth of Tinker's Creek. To this location they gave the name "Pilgerruh," or "Pilgrim's Rest." By October they had so far completed their village as to give them comfortable shelter for the winter. In the spring of 1787, they prepared to move westward, to the mouth of Black River, and on April 19th the last prayer was heard in their little chapel at "Pilgrim's Rest," after which they commenced anew the journeyings, some going overland, and others in canoes by way of the Cuyahoga and Lake Erie. Very little in the way of detail touching the experiences of these people upon our home-soil has been bequeathed to us.

There is in existence, however, among the rich possessions of the Western Reserve Historical Society—presented by a daughter of Moses Cleaveland—a map and a manuscript descriptive of the same, prepared in 1796 by the Rev. John Hecke-



REV. JOHN HECKEWELDER.

<sup>13</sup> These zealous people derived their name from Moravia, a province of Austria, and were originally organized under the name of the *Unitas Fratrum* or United Brethren. They were moved with an especial desire to convert the Indians of North America.

welder, a leading Moravian missionary, who came to the Cuyahoga valley with his people, but left them before the opening of the winter. This map covers the country from the Alleghany River on the east, the Ohio on the south, the lake on the north, and the Huron and Muskingum on the west, and is, of course, crude and uncertain in both outlines and details. His manuscript bears the heading: "Description of that part of the Western Country comprehended in my map; with remarks on certain particular spots, etc." We quote some of these remarks, as follows:

"Altho the country in general containeth both Arable Land & good Pasturage: yet there are particular Spots *far* preferable to others: not only on account of the Land being here superior in quality: but also on account of the many advantages presenting themselves.

"As the first place of utility between the Pennsylvania Line: (yea I may say between Presq' Isle) and Cujahaga; & in an East and West course as the dividing Ridge runs between the Rivers which empty into the Lake Erie; & those Rivers or Creeks which empty into the Ohio: (& which Ridge I suppose runs nearly Paralell with this Lake, & is nearly or about 50 miles distance from the same): Cujahaga certainly stands foremost; & that for the following reasons.

"1. because it admits small Sloops into its mouth from the Lake, and affords them a good Harbour.

"2. because it is Navigable at all times with Canoes to the Falls, a distance of upwards of 60 Miles by Water—and with Boats at some Seasons of the Year to that place—and may without any great Expense be made Navigable for Boats that distance at all times.

"3. because there is the best prospect of Water communication from Lake Erie into the Ohio, by way of Cujahaga & Muskingum Rivers; The carrying place being the shortest of all carrying places, which interlock with each other, & at most not above 4 miles.

"4. because of the Fishery which may be erected at



its mouth, a place to which the White Fish of the Lake resort in the Spring, in order to Spawn.

“ 5. because there is a great deal of Land of the first Quality on this River. .

“ 6. because not only the River itself, has a clear & lively current, but all Waters & Springs emptying in the same, prove by their clearness & current, that it must be a healthy Country in general.

“ 7. because one principle Land Road, not only from the Allegheny River & French Creek: but also from Pittsburg will pass thro that Country to Detroit; it being by far the most level Land path to that place.”

In further description of this wonderful section that has so captivated the eye of this visitor and laid its impress upon his judgment, Mr. Heckewelder adds that the “ Land on the Cujahaga River itself is good, and well Timbered either with Oaks & Hickory, or with lofty Chestnuts. The Cujahaga Country abounds in Game, such as Elk, Deer, Turkey, Raccoons &c.” In conclusion he inserts “ the description the late Geographer to the United States gives to this part of the Country, copied from a Pamphlet he had printed in London in the year 1778 ”—the main point of which is the statement that “ Cujahaga will hereafter be a place of great importance.”

Well, indeed, has that prophecy, made eighteen years before Moses Cleaveland set foot upon this soil, been fulfilled.

Mention of this Moravian town is made by a traveler who visited the Cuyahoga in 1786. Col. James Hillman, of Youngstown, Ohio, in writing to Judge Barr, under date of November 23rd, 1843, says: “ In the spring of 1786 Messrs. Duncan & Wilson entered into a contract with Messrs. Caldwell & Elliott, of Detroit, to deliver a quantity of flour and bacon at the mouth of the Cuyahoga River, to a man by the name of James Hawder, an Englishman, who had a tent at the mouth of the river, for the purpose of receiving it. In May, 1786, I engaged with

Duncan & Wilson, at Pittsburgh, as a packhorseman, and started immediately. We took the Indian trail for Sandusky, until we arrived at the Standing Stone, on the Cuyahoga, a little below the mouth of Breakneck Creek, where the village of Franklin is now. There we left the Sandusky trail, and took one direct to the mouth of Tinker's Creek, where was a little town built by Heckewelder and Zersberger, with a number of Moravian Indians. They were Moravian preachers. Here we crossed the Cuyahoga, and went down on the west side to the mouth. In going down we passed a small log trading house, where one Meginnes traded with the Indians.

. . . The mouth of the Cuyahoga was then about the same as when I last saw it, in 1813. In 1786, there was a pond of water west of the mouth, which we called Sun Fish Pond, where we caught sun fish. We carried axes to cut our wood, and I remember we at one time undertook to open the mouth of the river, which was choked up with sand. We made wooden shovels, and began to dig away the sand until the water ran through, which took away the sand so fast that our party was divided, a portion being left on the east side, where Cleveland now is.

. . . We made collars of our blankets for some of the horses, and took our tent ropes, made of raw elk skin, for tugs, drew small logs and built a hut at the spring, which I believe was the first house built on the Cleveland side."

No mention of this house is made by the surveyors who came with General Cleaveland.

A little later glance at the physical outline of the Cuyahoga valley may be taken before passing on to the real narrative of the founding and building of Cleveland. A traveler<sup>14</sup> writing as late as 1805, when the early settlers were already in possession, says: "The Cuyahoga empties into Lake Erie by a mouth eighty-eight yards wide, and is

<sup>14</sup> "Journal of a Tour into the Territory Northwest of the Alleghany Mountains, made in the Spring of the year 1803," by Thaddeus Mason Harris, A. M., member of the Massachusetts Historical Society, Boston, 1805, p. 113.

navigable for sloops for fifteen miles without any falls or swift water; but there is a bar at the mouth like that of Grand river. In high water it is boatable sixty miles to the portage, which is seven and an half miles, to the head waters of the Tuscarawa branch of the Muskingum. Here are fine uplands, extensive meadows, oak and mulberry trees fit for ship building, and walnut, chestnut and poplar trees suitable for domestic services. Near the mouth of this river are the celebrated rocks which project over the lake. They are several miles in length, and rise forty or fifty feet perpendicular out of the water. Some parts of them consist of several strata of different colors, lying in a horizontal direction, and so exactly parallel that they resemble the work of art. The view from the land is grand, but the water presents the most magnificent prospect of this sublime work of nature: it is attended, however, with great danger, for, if the least storm arises, the force of the surf is such that no vessel can escape being dashed to pieces against the rocks. The heathen Indians, when they pass this impending danger, offer a sacrifice of tobacco to the water."

When the War of the Revolution ended in the triumphant success of the colonies, and civilization began to push westward with a new vigor, conflicting claims arose as to the ownership of various portions of the West.<sup>15</sup> This portion of the lake region was included with the rest. Years before, while Connecticut was still a colony of England, she had acquired by grant from King Charles II. a great range of territory lying between the same parallels as those which bounded herself and extending "from sea to sea"—from the Atlantic to the Pacific. When she became a State of the American Union she held to her claim

<sup>15</sup> Not long after the close of the Revolution, the great Western country was divided into three territories: The Territory of the Mississippi; the Territory south of the Ohio; the Territory northwest of the Ohio. It has been well said that "it would be difficult to find any country so covered with conflicting claims of title as the Territory of the Northwest." Western Reserve Historical Society, Tract No. 20, p. 8.



MAP  
OF THE





of dominion over this vast territory.<sup>16</sup> That portion of this claim which crossed the territory of New York and Pennsylvania was extinguished by agreement among the commonwealths concerned, while that west of Pennsylvania was left in dispute until on September 14th, 1786, when she ceded it all to the United States,<sup>17</sup> except that portion lying between the parallels of forty-one and forty-two degrees, two minutes, and a line one hundred and twenty miles west of the western line of Pennsylvania, and parallel with it. This tract was called "New Connecticut," or the Western Reserve, and it was decided to place the lands upon the market.

Some steps toward the purchase of that portion of the Reserve upon which Cleveland stands were taken in 1788, when a company was formed under General Samuel H. Parsons, who located a tract embracing a quarter of a township, but no surveys were made here under his patent. The Legislature of Connecticut, in 1792, granted to such of her citizens as had suffered by fire or otherwise, at the hands of the British, during the Revolution, one half million acres from the western end of this "reserved" tract, and that section was thereafter known as "The Fire Lands."

<sup>16</sup> In Tract No. 32 of the Western Reserve Historical Society, Col. Whittlesey discusses at considerable length the "Origin of Titles" to the Western Reserve, giving a full list of grants and conveyances affecting the same. A very valuable document bearing upon this subject may be found in the American State Papers, Public Lands, Vol. XVI., p. 94, in the form of a report from John Marshall, afterwards Chief Justice of the United States, to the House of Representatives, on March 21st, 1800, on the subject of title to the Reserve. It was made in view of the action then pending in Congress, for the settlement of the differences between Connecticut and the United States, concerning the ownership of these lands.

<sup>17</sup> At the very end of 1798, Uriah Tracy, a Senator from Connecticut, introduced a measure in Congress that, after reintroduction and amendment, became a law in April, 1800. This authorized the President to transfer to Connecticut the legal title to the Reserve—thus confirming the title to all who had purchased from that State—on condition that the State would relinquish all claim to political jurisdiction over the same section of territory in favor of the United States. This agreement was carried out, and New Connecticut eventually became a portion of Ohio. (For above act, see *Annals of Congress* for 1800, p. 1495.)

A further step toward the disposal of her Western possessions was taken by Connecticut in May, 1795, when she appointed a committee to receive any proposals that might be made "for the purchase of the lands belonging to this State lying west of the west line of Pennsylvania as claimed by said State . . . to form and complete any contract or contracts for the sale of said lands." Eight men, representing the eight counties of Connecticut, entered into contracts with various individuals, for the sale of three million acres of the Reserve, for one million two hundred thousand dollars, or a cost of forty cents per acre. These deeds were quitclaims only, the State guaranteeing nothing as against such Indian titles as still remained unextinguished.<sup>18</sup>

The holders of these deeds formed themselves into an organization called the "Connecticut Land Company," and for convenience in the transaction of business, conveyed their respective interests to three trustees: John Caldwell, John Morgan and Jonathan Brace. The management of affairs was left to a board of seven directors: Oliver Phelps, Henry Champion, Moses Cleaveland, Samuel W. Johnson, Ephraim Kirby, Samuel Mather, Jr., and Roger Newbury.

Elaborate "articles of association and agreement" were drawn up. The annual meetings of the company were to be held in Hartford, Conn., in October, from whence the affairs of New Connecticut were to be managed. It was determined that the Indian titles should be extinguished, and the land surveyed into townships of five miles square. The proprietors were to club together, and draw by townships, after which the owners were to receive deeds and make their own subdivisions. In the first draft, \$12,903.23 of purchase money represented a township.

<sup>18</sup> "With the exception of a few hundred acres previously sold, in the neighborhood of the Salt Spring Tract, on the Mahoning, all titles to lands on the Reserve east of the Fire Lands rest on this quitclaim deed of Connecticut to the three trustees, who were all living as late as 1836, and joined in making deeds to lands on the Reserve." Western Reserve Historical Society, Tract No. 20, p. 9.

The next thing in this rapidly moving series of events was to push the surveys preliminary to sale and settlement. In the articles of association above referred to, the directors were authorized "to procure an extinguishment of the Indian title to said Reserve. . . . To survey the whole of said Reserve, and to lay the same out into townships containing sixteen thousand acres each; to fix on a township in which the first settlement shall be made, to survey that township into small lots in such manner as they shall think proper, and to sell and dispose of said lots to actual settlers only; to erect in said township a saw-mill and grist-mill at the expense of said company, to lay out and sell five other townships of sixteen thousand acres each to actual settlers only."

When the directors, in accordance with these instructions, cast about for some one into whose hands should be committed the opening of this great far Western wilderness which had come under their control, their choice fell upon one of their number—a man of education, legal attainments, military experience, and of good, sturdy stock. He was in the prime of life, and eminently fitted for the responsible labors before him; and as he was a member of the company, and one of its directors, his interest was that of his employers.

This newly-chosen superintendent over the agents and men sent to survey and make locations on said land, whose name has become so closely linked with the fortunes of this great city of the Middle West, was Moses Cleaveland.<sup>19</sup> The family from which he came was of no mean origin. The name comes from the Saxon, and before the Norman conquest was borne by a prominent family in Yorkshire, England. "An antiquarian of repute," writes one who has made the personal career of

<sup>19</sup> In early days the name was variously spelled Cleffland, Clifland, Cleiveland, Cleaveland, and Cleveland. It is said that the family originally occupied an estate that was marked by fissures in the rocky soil, known to the Saxons as "clefts," or "cleves." This caused the rural neighborhood to speak of the occupants of the estate as the "Clefflands," which title the family accepted.



the founder of Cleveland a close and loving study,<sup>20</sup> "states that William Cleveland, of York, England, who died at Hinckley, in Leicestershire, in 1630, was the remote ancestor of the American Clevelands. It is also shown that a lineal descendant of his, whose name was Moses, and who was a housewright, or builder, by trade, emigrated from England and landed at Boston in the year 1635, where he remained for several years. He then, in connection with Edward Winn and others, founded the town of Woburn, Massachusetts, where both he and Winn permanently settled. This Moses Cleveland was a man of intelligence and enterprise. He aspired to full citizenship and became, in 1643, what was then called a 'freeman.' The qualifications of a 'freeman' required that he should be of 'godly walk and conversation, at least twenty-one years of age, take an oath of allegiance to the government of Massachusetts Bay Colony, be worth two hundred pounds, and consent to hold office if elected, or pay a fine of forty shillings, and vote at all elections or pay the same fine.' The restrictions and conditions were so onerous that many who were eligible preferred not to become freemen, being more free as they were. But this Moses, who had now become a freeman, feeling that he had ancestral blood in his veins of a superior quality, thought that it ought to be transmitted, and after a brief courtship married, in 1648, Anne Winn, the daughter of his friend, Edward Winn, of Woburn. In taking this step, 'Moses' did not make a mistake. The result was that he became the accredited progenitor of all the Clevelands born in the United States—a race not only numerous, but noted for great moral worth and many noble traits of character."

That later Moses Cleaveland, with whom this inquiry is directly concerned, was born on January 29th, 1754, in Canterbury, Windham County, Connecticut. He was the second son of Aaron Cleaveland and Thankful Paine.

<sup>20</sup> "Gen. Moses Cleaveland," by Harvey Rice, in "Sketches of Western Life," Boston, 1888, p. 12.

They were refined, intelligent people, who decided that the son, Moses, should receive an education, and after the usual preparation he was sent to Yale College, from which he was graduated in 1777. He studied for the bar, and upon admission, began the practice of the law in his native town. No small degree of professional success was permitted him, yet within two years his attention was turned in another direction, by his acceptance of a commission as captain of Sappers and Miners, in the Army of the United States.<sup>21</sup> Within a short time he resigned this commission and returned to the law. He served as a member of the Connecticut Legislature several terms, and made an honorable record in that capacity. In 1794, he was married to Esther, daughter of Henry Champion, who is spoken of as "a young lady of rare accomplishments." He served in various capacities in the militia of the State, and early in 1796 became general of the Fifth Brigade.

General Cleaveland's connection with the Connecticut Land Company, and his experiences upon the Western Reserve, are related elsewhere at their proper place in this narrative. He continued his useful life, after his return from the West, until November 16th, 1806,<sup>22</sup> when at Canterbury, Connecticut, he laid down his duties forever. His life and achievements are well summarized

<sup>21</sup> This commission declares that as the United States of America, in Congress assembled, repose "especial trust and confidence" in his "patriotism, conduct and fidelity," do constitute and appoint him "to be a captain in the companies of Sappers and Miners in the Army of the United States, to take rank as such from the second day of August, 1779." He is "carefully and diligently to discharge the duty of a captain, by doing and performing all manner of things thereunto belonging." The commission is signed by "His Excellency Samuel Huntington, Esq., President of the Congress of the United States of America." Under date of June 7th, 1781, we find this endorsement: "Captain Cleaveland is hereby, at his own request, discharged from the service of the United States."

<sup>22</sup> In an old cemetery in Canterbury may be seen a moss-covered stone which bears this inscription:

Moses Cleaveland, Esq.  
Died November 16, 1806.  
Aged Fifty-two.

by Mr. Rice, who says: "Whatever else may be said of General Cleaveland, it is evident that he not only led an honorable life, but achieved a great work. He was a man of few words and of prompt action. His morality was an outgrowth of Puritanism and as rigid as it was pure. He was manly and dignified in his bearing, and so sedate in his looks that strangers often took him for a clergyman. In complexion he was somewhat swarthy, so much so that the Indians claimed him as akin to their own race. In personal appearance he was of medium height, erect, thick-set and portly, had black hair, a quick, penetrating eye, muscular limbs, and a military air in his step, indicating that he was born to command. In the social circle he was pleasant and agreeable in his style of manners, and was always received as a welcome guest. He was a friend to everybody, and everybody seemed to be his friend. In his opinions he was decisive, and could readily give a logical reason for them. He was also a man of true courage amid threatening dangers, and as shrewd in his tactics and management as he was courageous. . . . His was not only a career of unusual interest, but a mission that transformed a wilderness into a civilized land. In a word, his life-work commands our admiration, and deserves commemoration."<sup>23</sup>

The instructions conveyed to General Cleaveland were general in their character, leaving a wide latitude to his discretion and his judgment in meeting the exigencies of the occasion. He was to superintend the surveys, and "to make and enter into friendly negotiations with the natives who are on said land, or contiguous thereto, and may have any pretended claim to the same, and secure such friendly intercourse amongst them as will establish peace, quiet and safety to the survey and settlement of such lands not ceded by the natives under the authority of the United States." He was further "fully authorized and empowered to act and transact all the above business in as full and ample a manner as we ourselves could do; to

<sup>23</sup> Rice's "Sketches of Western Life," p. 24.



make contracts on the foregoing matters, in our behalf and stead, and make such drafts on our treasury as may be necessary to accomplish the foregoing objects of your appointment."

"This elastic and comprehensive commission was issued on May 12th, 1796, and so expeditious was the stirring man in charge, that by May 19th we find him in Albany, N. Y., making active preparations for an early advance upon the West. On that date he wrote to Oliver Phelps, chairman of the board of directors, in a not altogether cheerful strain.<sup>24</sup>

"Albany, May 19, 1796.

"I have in rain and bad roads arrived at this place. Mr. Porter left Schenectady on last Sunday, one man was drowned. I find it inconvenient and at present impossible to obtain a loan of money without sacrifice, as our credit as a company is not yet sufficiently known. It

must then rest on drafts on Thos. Mather & Company, dependent on their early being supplied with money from Hartford. . . . Mr. Porter has proceeded, as I obtain information, with all the dispatch and attention possible, but we shall all fall short, tho' our exertions are ever so great, without pecuniary aid. I have concluded, without adequate supply, to proceed, and as my presence is much wanted to risqué consequences, shall make drafts on Thos. Mather and Company, resting assured that you



SETH PEASE.

<sup>24</sup> Through the patriotic effort of George F. Marshall, of Cleveland, some letters from the pen of General Cleaveland while upon this expedition have recently been made available for historic use. There are four in all; these were found by Mr. Marshall in the possession of Walter H. Phelps, a great grandson of Oliver Phelps, of Canandaigua, N. Y., who permitted copies to be taken. They appear in full in the "Annals of the Early Settlers' Association," Vol. III., No. 1, p. 68.

will immediately, if at the expense of a person on purpose send on the money immediately that can be procured, to Messrs. Mather, who will attend to all orders and directions you may please to give. A credit once established, the business can with great ease and less expense be transacted, but if we shall be obliged to draw orders, and once protested, I am apprehensive that consequences will be fatal, at least to the persons employed."

Affairs were so far carried successfully forward that early in the succeeding June the expedition was concentrated at Schenectady. A list of the officers and men employed was as follows:<sup>25</sup>

Moses Cleaveland, superintendent.

Augustus Porter, principal surveyor and deputy superintendent.

Seth Pease, astronomer and surveyor.

Amos Spafford, John Milton Holley, Richard M. Stoddard and Moses Warren, surveyors.

Joshua Stow, commissary.

Theodore Shepard, physician.

#### EMPLOYEES OF THE COMPANY.

Joseph Tinker, Boatman,	Joseph M'Intyre,
George Proudfoot,	Francis Gray,
Samuel Forbes,	Amos Sawtel,
Stephen Benton,	Amos Barber,
Samuel Hungerford,	William B. Hall,
Samuel Davenport,	Asa Mason,
Amzi Atwater,	Michael Coffin,
Elisha Ayres,	Thomas Harris,
Norman Wilcox,	Timothy Dunham,
George Gooding,	Shadrach Benham,
Samuel Agnew,	Wareham Shepard,

<sup>25</sup> Whittlesey's "Early History of Cleveland," p. 188. Col. Whittlesey adds: "Elijah Gun, and Anna, his wife, came with the surveyors and took charge of Stow's Castle at Conneaut. Job P. Stiles, and Tabitha Cumi, his wife, were left in charge of the company's stores at Cleveland. There were thirteen horses and some cattle, which completed the party of 1796."

David Beard,  
Titus V. Munson,  
Charles Parker.  
Nathaniel Doan,  
James Halket,  
Olney F. Rice,  
Samuel Barnes,

John Briant,  
Joseph Landon,  
Ezekiel Morly.  
Luke Hanchet.  
James Hamilton,  
John Lock,  
Stephen Burbank,

Daniel Shulay.

## CHAPTER II.

### LAYING THE FOUNDATIONS.

When the order was given to move toward the West, several of the party were placed in charge of the horses and cattle, and sent overland to Buffalo. Others proceeded in boats by way of the Mohawk River. On reaching Fort Stanwix, now known as Rome, N. Y., they transferred across the portage to Wood Creek, passed down to Oneida Lake, across that body and its outlets, and so down the Oswego River to Lake Ontario. They sailed along the coast of the lake to the mouth of the Niagara River and along the same to Queenstown, where they crossed another portage and reached Chippewa, from whence they passed up the Niagara and Lake Erie to Buffalo, where they met the detachment which had come overland.

Naturally, many hardships were encountered upon the way, for it was no light undertaking to conduct an expedition of this size and character across many miles of new and unbroken country. Little is said of these, however, by the hardy men upon whom these labors fell. One of the surveyors, John Milton Holley, industriously kept a journal in which a number of incidents of a minor nature are recorded. Under date of May 31st, he says: "Stow (the commissary) and Stoddard (one of the surveyors) came from Sodus, on Lake Ontario, with information that three boats were cast away, but no lives or property lost; in consequence of which we left Canandaigua the 31st of May for Gerundicut (Irondequoit), slept the first night at Howe's in Boughton town.

"June 1st. Went to the landing to see our boat, but as it had not arrived, Porter, Stow and myself embarked



on Dunbar's boat, to go to the great lake to meet our boat, but as luck would have it, we went in the boat about half a mile to the landing, unloaded, and Porter with four hands returned to Little Sodus, to give relief to those who were cast away, and Stow and myself with our hands encamped on the Gerundicut. Built a bark hut, and the men lodged in it the first night. Stow and myself lodged on the floor at Dunbar's.

“ June 3rd, Gen. Cleaveland at evening arrived at Canandaiqua and gave us information that the boats had gone from Whitestown to Fort Stanwix, and Mr. Stow got a letter from the British Minister, or charge des' affaires, to the commanding officer at Fort Oswego, requesting permission for our boats to pass unmolested. This information, together with the favorable prospect of wind and weather at that time, gave us great hopes that the stores would get on safely and rapidly, but on Saturday morning there sprang up in the northwest a storm, and blew most violently on the shore of the lake. This proved fatal to one of the boats, and damaged another very much, though we went a little forward to a safe harbor, and built several fires on the bank of the lake, as a beacon to those coming on. After the disaster had happened, the boat that was safe went on to the Gerundicut with a load, and left the other three, including the one that was stove, at Little Sodus, encamped near the lake. Among the passengers were two families, one of the women with a little child. . . . Started from Canandaiqua, and arrived on the morning of the 4th. All these misfortunes happened in consequence of not having liberty to pass the fort at Oswe-



JOSHUA STOW.

go.<sup>26</sup> *Such are the effects of allowing the British government to exist on the continent of America."*

On June 17, the journal records the fact that "at evening we got to Skinner's tavern, at Buffalo creek." On the 18th: "Porter and myself went on the creek in a bark canoe, a-fishing, and caught only three little ones." On Sunday, June 19th: "Left Buffalo in Winney's boat, for Chippewa, had a fair wind down, and arrived about one o'clock at Chippewa, dined at Fanning's, found our goods were not at the Gore, in Chippewa, and was obliged to go to Queenstown after them, and as I could not get a horse was obliged to walk. I got to Queenstown before night, and lodged at Caleb Ingersoll's; next morning set out for Buffalo. On the way I stopped to look at Niagara Falls. That river a little above Fort Slusher, is two and one half miles wide. Soon after this the water is very rapid, and continuing on, is hurried with amazing impetuosity down the most stupendous precipice perhaps in nature. There is a fog continually arising, occasioned by the tumbling of the water, which, in a clear morning, is seen from Lake Erie, at the distance of thirty or forty miles, as is the noise also heard. As the hands were very dilatory in leaving Chippewa, we were obliged to encamp on the great island in the river. We struck a fire and cooked some squirrels and pigeons, and a young partridge. I slept very sound all night, between a large log and the bank of the river. The next day arrived at Buffalo."

It was at the point last named that General Cleaveland was permitted to fulfill, in a measure, one of the duties

<sup>26</sup> The above patriotic outburst requires a word of explanation. Oswego was still in the hands of the British, and when Mr. Stow asked permission to pass the fort with his boats, he was refused by the officer in charge. In face of this refusal he slipped by on a dark night and his boats passed safely into Lake Ontario. The delay because of these negotiations caused him to be caught in a storm with the loss above recorded. The fort at Oswego and that at Niagara were both at that time under contract of delivery to the United States, in accordance with the provisions of Jay's treaty.



with which he had been charged by those under whose authority he was acting. Although various treaties had been made with the Indians, by which it was supposed they had given up all claims to the lands east of the Cuyahoga, the party were met at Buffalo by a claim which, if not adjusted, would be certain to create trouble in the present, and danger to the new settlements of the future.

The General was confronted by representatives of the Mohawk and Seneca Indians, headed by the famous Red Jacket, and Joseph Brant otherwise known to fame by his Indian name of Thayendanege, who were determined to use force if necessary, to oppose the further progress of the expedition toward the West. In the skill and address with which he met this danger and averted it, the General showed himself a diplomat as well as a soldier. A conference, or council, was arranged. "At two o'clock this afternoon," we learn from the record of Surveyor Holley, "the council fire with the Six Nations was uncovered, and at evening was again covered until morning, when it was opened again, and after some considerable delay, Captain Brant gave General Cleaveland a speech in writing.

"The chiefs, after this, were determined to get drunk. No more business was done this day. In the evening the Indians had one of their old ceremonial dances, where one gets up and walks up and down between them, singing something, and those who sit around keep tune by grunting. Next morning, which was the 23rd, after several speeches back and forth, from Red Jacket to General Cleaveland, Captain Chapin, Brant, etc., General Cleaveland answered Brant's speech. In short, the business was concluded in this way. General Cleaveland offered Brant one thousand dollars as a present. Brant, in answer, told General Cleaveland that their minds were easily satisfied, but that they thought his offer was not enough, and added this to it, that if he would use his influence with the United States to procure an annuity of five hundred dollars per annum, and if this should fail that the

Connecticut Land Company should, in a reasonable time, make an additional present of one thousand five hundred dollars, which was agreed to. The Mohawks are to give one hundred dollars to the Senecas, and Cleaveland gave two beef cattle and whisky to make a feast for them."

In return for the payments above promised, and the agreement to intercede with the government, it was guaranteed by the chiefs that the settlers upon the Reserve should not be molested; and this agreement, so far as they were concerned, was faithfully carried out.

Our recording surveyor pauses for a moment in his narration of events to relate a side incident which casts a light upon the shrewd philosophy of one of these children of the forests: "Farmer's Brother, Red Jacket and Little Billy and Green Grass Hopper dined with the commissioners. In the course of conversation, Red Jacket gave his sentiments upon religion, which were to this purpose: 'You white people make a great parade about religion; you say you have a book of laws and rules which was given you by the Great Spirit, but is this true? Was it written by his own hand and given to you? No,' says he, 'it was written by your own people. They do it to deceive you. Their whole wishes center here (pointing to his pocket); all they want is the money. (It happened there was a priest in the room at the same time who heard him.) He says white people tell them they wish to come and live among them as brothers and learn them agriculture. So they bring on implements of husbandry and presents, tell them good stories, and all appears honest. But when they are gone all appears as a dream. Our land is taken from us, and still we don't know how to farm it.' " This seems, in some respects, a very shrewd presentation of the vexed "Indian question" at an early day.

These formidable powers having been conciliated, the expedition again moved westward, in two divisions, as before; one by land and the other by Lake Erie. On the 4th day of July, at 6 p. m., they reached the mouth of

Conneaut Creek. They were at last upon the Reserve, and as their arrival was upon a date made memorable by the stirring Declaration of but twenty years before, these patriotic sons of Connecticut naturally celebrated as seemed most fitting, and with such means of rejoicing as were at command.

There have been many celebrations of our nation's natal day upon the Western Reserve since its opening to civilization one hundred years ago, but there have perhaps been none more hearty and patriotic<sup>27</sup> than this first one, held in sight of beautiful Erie, and among the woods of Conneaut.

We can see this little band of fifty, drawn the more closely together because they were so few in number, and so far from home and kindred, uniting with each other in song, in toast and hearty expressions of good will. The day had been serene, the foliage about them was in its best shades of summer green, the little creek wound thread-like between its banks, and out beyond the water of blue Erie sparkled in the setting sun.<sup>28</sup> There

<sup>27</sup> Extract from the journal of General Cleaveland: "On this creek (Conneaut), in New Connecticut land, July 4th, 1796, under General Moses Cleaveland, the surveyors, and men sent by the Connecticut Land Company to survey and settle the Connecticut Reserve, and were the first English people who took possession of it. The day, memorable as the birthday of American Independence, and freedom from British tyranny, and commemorated by all good free-born sons of America, and memorable as the day on which the settlement of this new country was commenced, and in time may raise her head amongst the most enlightened and improved States. And after many difficulties, perplexities, and hardships were surmounted, and we were on the good and promised land, felt that a just tribute of respect to the day ought to be paid. There were in all, including men, women and children, fifty in number."—Whittlesey's "Early History of Cleveland," p. 181.

<sup>28</sup> This celebration has usually been treated as an elaborate, all-day affair, but the letter written by General Cleaveland on July 5th, the day following, to Oliver Phelps and found among the Phelps letters already quoted, would seem opposed to that view. He says: "We sailed from Buffalo Creek a week yesterday, and having head winds and very heavily loaded, with much perseverance was able to reach this place (Conneaut Creek) yesterday at 6 p. m." This would still permit the celebration to occur in daylight, at that season of the year.



was much lacking of the needs and devices of civilization, but they were hardy men, well used to rough service, and to whom there were but a half dozen essentials of life just then—food, drink, clothing, shelter and ammunition.

The new flag of the new nation was flung to the breeze. Tables were arranged, and baked beans and pork showed well in evidence. “We gave three cheers,” says Cleveland, “and christened the place Port Independence.” Salutes of musketry, under command of Captain Joseph Tinker, were fired—one for each State in the Union, and one for New Connecticut; and toasts proposed, of which the chronicler last quoted gives a list:

1st. “The President of the United States.”

2nd. “The State of New Connecticut.”

3rd. “The Connecticut Land Company.”

4th. “May the Port of Independence and the fifty sons and daughters who have entered it this day be successful and prosperous.”

5th. “May these sons and daughters multiply in sixteen years sixteen times fifty.”

6th. “May every person have his bowsprit trimmed and ready to enter any port that opens.”

It is with no small regret that we fail to report the speeches made upon that occasion—for speech there must have been, set or otherwise, among these patriotic sons of New England. No record of these was made, as Surveyor Holley and his associates were more interested in recording township boundaries and noting variations of the compass, than the Fourth of July outbursts of a little band of strangers in the new country.<sup>29</sup>

<sup>29</sup> Judge John Barr, in the “National Magazine” for December, 1845, says: “The sons of revolutionary sires, some of them sharers of themselves in the great baptism of the republic, they made the anniversary of their country’s freedom a day of ceremonial and rejoicing. . . . Mustering their numbers, they sat them down on the eastward shore of the stream now known as Conneaut, and, dipping from the lake the liquor in which they pledged their country—their goblets some tin cups of no rare workmanship, yet every way answerable—with the ordnance accompaniment

When General Cleaveland tells us that the celebration "closed with three cheers; drank several pails of grog, supped, and retired in good order," we have no right to assume that a bibulous set of individuals had been sent upon this important mission. They drank no more and no less than was the custom of their day, and of the communities in which they lived. This was, beyond doubt, the first celebration of Independence Day upon the Reserve.

On the day following, the actual work of the expedition was commenced. General Cleaveland wrote to the directors of the company, reporting progress; and two boats under command of Captain Tinker were sent to Fort Erie to bring on a portion of the stores that had been temporarily left there. The men were set to work at cutting timber, and erecting a large log structure for temporary accommodation, which was named "Castle Stow," in honor of Commissary Joshua Stow. It was constructed of unhewn logs, roofed with a combination thatch of brush, wild grasses and sod. We are told by Harvey Rice that "the style of architecture was entirely unique, and its uncouth appearance such as to provoke the laughter of the builders, and the ridicule of the Indians."

These red natives of the soil were moved by yet another impulse that had a serious side, as they saw these preparations for permanent occupation. They could not understand just what was contemplated, but saw that something was on foot that boded no good for their continued possession of the soil. An explanation was demanded. The manner in which the demand was made is thus related by General Cleaveland himself:

"Received a message from the Paqua chief of the Masasagoes, residing in Conneaut, that they wished a council held that day. I prepared to meet them, and after they were all seated, took my seat in the middle. Cato,

of two or three fowling pieces discharging the required salute—the first settlers of the Reserve spent their landing-day as became the sons of the Pilgrim Fathers—as the advance pioneers of a population that has since made the then wilderness of Northern Ohio to blossom as the rose."



son of Paqua, was the orator; Paqua dictated. They opened the council by smoking the pipe of peace and friendship. The orator then rose and addressed me in the language of Indian flattery, 'Thank The Great Spirit for preserving and bringing me there. Thank The Great Spirit for giving a pleasant day,' and then requested to know our claim to the land, as they had friends who resided on the land, and others at a distance who would come there. They wanted to know what I would do with them. I replied, informing them of our title and what I had said to the Six Nations, and also assured them that they should not be disturbed in their possessions; we would treat them and their friends as brothers. They then presented me with the pipe of friendship and peace, a curious one, indeed. I returned a chain of wampum, silver trinkets, and other presents, and whisky, to the amount of about twenty-five dollars. They also said they were poor; and as I had expressed, hoped we should be friendly and continue to be liberal. I told them I acted for others as well as for myself, and to be liberal of others' property was no evidence of true friendship; those people I represented lived by industry, and to give away their property lavishly to those who live in indolence and by begging, would be no deed of charity. As long as they were industrious and conducted themselves well, I would do such benevolent acts to them as would be judged right and would do them the most good; cautioned them against indolence and drunkenness. This not only closed the business, but checked their begging for more whisky."

After this second council with the Indians, the General addressed himself squarely to the work in hand, which was to lay out a part of the Reserve into townships five miles square, and the townships into one hundred acre lots. The surveyors were assigned to their respective labors, and set out upon the fulfillment thereof.

It is our immediate mission to follow only those who proceeded westward toward the Cuyahoga. In a couple

of weeks Cleaveland selected certain of his staff, and with them proceeded in an open boat along the shore of Erie, until he reached a stream that he concluded was the Cuyahoga, which was his objective point. He proceeded up it, as rapidly as the sandbanks and fallen timber would permit, and soon found that he had made the mistake of entering a stream not laid down upon his map. It is declared by some authorities that in commemoration of this error, and of his consequent disappointment over delay, he called the stream "the Chagrin"—an appellation which it retains to-day.<sup>30</sup>

Retracing their way to the lake, the little party sailed and rowed still westward, and on the morning of July 22nd, in the year 1796, passed into the Cuyahoga, and stood upon its eastern bank near the entrance to the lake.

No formal ceremony marked this entrance of civilization, in the persons of Moses Cleaveland and his men, upon the spot where within the coming century a great city was to be reared. As a matter of fact, the landing was very commonplace in its character. "They reached

<sup>30</sup> The authorities do not agree upon this point. Whittlesey's "Early History of Cleveland," p. 213, says: "Much discussion has taken place upon the origin of the name of the Chagrin River. Thomas Hutchins in his 'Topographical Description of Virginia, Pennsylvania, etc.,' in 1787, notices a stream by the name of Shaguin, which is said to mean in some Indian language, the 'clear water.' On Hutchins's map of 1764 no important streams are given between the 'Cyahoga' and Presque Isle. It is thus not easy to determine what river is meant by the Shaguin. The surveyors all speak of it as then known, as the Chagrin. Grand River is a name evidently of French origin, its Indian name being 'Sheauga,' from whence the term Geauga is derived, by a very natural corruption. It is highly probable that Chagrin is a title given by the French traders to this stream, from some accident or suffering such as occurred at Misery River of Lake Superior." In the "Journal of a Tour," already quoted, we find these words: "The Shaugin River, emptying into Lake Erie, is a small but remarkably clear stream, boatable about ten miles, affording good mill seats, and abounding in excellent fish." Rev. John Seward, who came to the Reserve as a missionary in 1812, writing of the Chagrin in 1831, says: "It had long been known by that name on account of the wreck and suffering of a French crew at or near its mouth." Mr. Seward was much given to historical research, was cultured, and of marked literary ability.

the veritable Cuyahoga," says Mr. Rice,<sup>31</sup> with that dry humor that was so telling and characteristic, "and after advancing a short distance in its channel, attempted to land, but in their efforts to do so ran their boat into the marshy growth of wild vegetation which skirted the easterly bank of the river, and stranded her. Here 'Moses,' like his ancient name's sake, found himself cradled in the bullrushes. This occurred near the foot of Union Lane, which was at that time the termination of an Indian trail. The party soon succeeded in effecting a safe landing. They then ascended the precipitous bluff, which overlooked the valley of the river, and were astonished to find a broad and beautiful plain of woodland stretching far away to the east, west and south of them, and lying at an elevation of some eighty feet above the dark blue waters of Lake Erie. The entire party became enamored of the scene."

"A young growth of oaks with low bushy tops covered the ground," adds Col. Whittlesey,<sup>32</sup> in further description of the scene. "Beneath them were thrifty bushes, rooted in a lean but dry and pleasant soil, favorable to the object in view. A smooth and even field sloped gently toward the lake, whose blue waters could be seen extending to the horizon."

Those who in a mental vision can reconstruct the scene, with the lake, and river, and wooded land; with no sign of habitation or the work of man; with the Cuyahoga at their feet, and the hills rising above it; with no rise of smoke in all the landscape; green leaves above them, and verdant carpets beneath their feet; a fair sky shining over it all, can well understand how the beauty and fitness of the place for the purposes they had in mind were impressed upon the visitors, and that then and there was born the fruitful thought out of which this fair and prosperous Forest City has grown.

<sup>31</sup> "Pioneers of the Western Reserve," by Harvey Rice, Cleveland, 1881, p. 58.

<sup>32</sup> "Annals of the Early Settlers' Association," No. 1, p. 23.



General Cleaveland decided—not just then, but a little later—that the main town of such portion of the Reserve as lay within his jurisdiction should be built here. His prophetic eye was true in its investigation of the future, and although his little city was for a time humiliated by being described as “six miles from Newburgh,” where the grist-mill was—all later developments have shown that in no better place could the metropolis of the Reserve have been built.

The 5th of August found the General back again at Port Independence (Conneaut Creek), where he made a lengthy report to the home company,<sup>33</sup> giving his views upon various things in a plain and by no means optimistic manner. After touching upon affairs in the eastern section of the Reserve, he says:

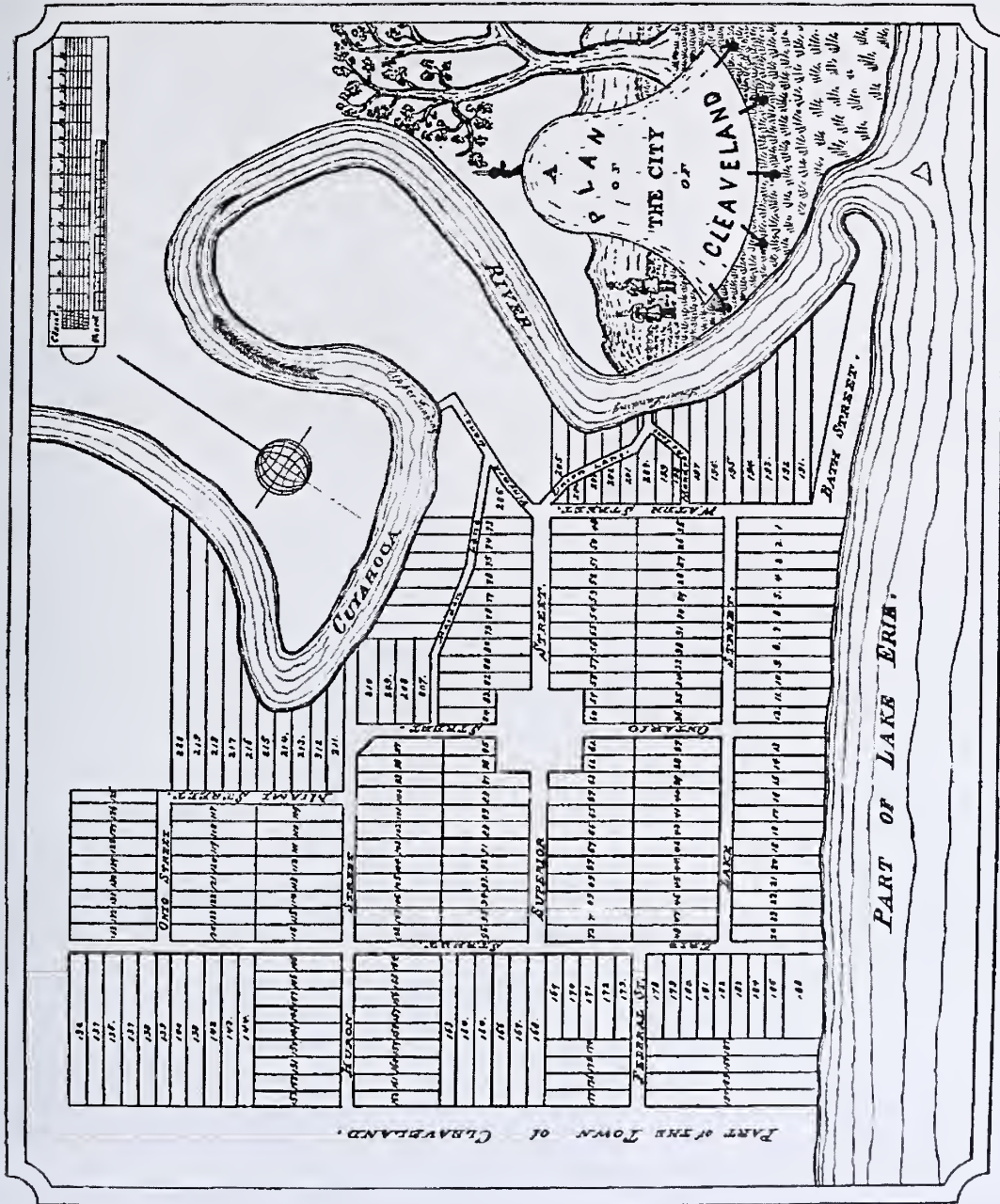
“The Cuyahoga is navigable for sloops about eight miles as the river runs, and for boats to the portage, if the immense quantity of trees drove down and lodged are cleared out. The land excellent, the water clear and lively current, and streams and springs falling into all three rivers.<sup>34</sup> We went in a Schenectady boat, the ‘Cuyahoga,’ about twenty-five miles to the old Moravian Indian town, and I imagine on a meridian line, not more than twelve or fifteen miles. Here the bottoms widen, and as I am informed, increase in width, and if possible in quality. I believe we could have proceeded further up the river, but found the time allotted, and the provision inadequate to perform the whole route. At this place we found a stream, that empties into the river, which will make a good mill seat. The lands on the lake shore, in some places low, here and there a small cranberry pond, not of any great extent, nor discovered low drowned lands of any bigness for twenty or thirty miles on the lake shore. On the east of the Cuyahoga are clay

<sup>33</sup> In the Phelps letters, “Annals of the Early Settlers’ Association,” Vol. III., No. 1, p. 73.

<sup>34</sup> He probably refers to the Cuyahoga and two other rivers he had been examining—the Grand and “the one called Ashtabula, now Mary Easter.”



banks from twenty to forty feet high, on the top the land level, covered with chestnut, oak, walnut, ash, and some sugar maple. There are but few hemlocks, and those only on a swamp, pond or lake, and in the immense quantity of flood wood lodged on the lakes and rivers, I rarely found any of that wood. The shore west of the mouth of the Cuyahoga is a steep bank for ten miles, the quality of the soil I know not, but from the growth and kind of timber, these present no unfavorable aspect. I should with great pleasure, readily comply with what I suppose you have heretofore expected that I should leave this country about this time. I have not as yet been interrupted in a constant attention to business, more than I could have imagined or would have voluntarily entered into, and I see no prospect of its lessening at present. Those who are meanly envying the compensation and sitting at their ease and see their prosperity increasing at the loss of health, ease, and comfort of others, I wish might experience the hardships for one month; if not then satisfied their grumbling would give me no pain. I apprehend the stagnant waters in Lake Erie (except to the westward) must be of small dimensions. The interior lakes and ponds, though not included in Livingston's computation, are, I expect, few and small, unless the land bears more to the northwest, after it passes the Cuyahoga than it does this side, the surplus will not be consequential. It is impossible at present to determine on the place for the capital. More information of the extent of the ceded lands and ye traverse of the lakes and rivers wanted, this will cause delay and require examination. I believe it will be on the Cuyahoga it must command the greatest communication, either by land or water of any other place on the purchase or on any ceded lands west of the head of the Mohawk. I expect soon to leave this for the westward, and shall make my residence there until I am ready to return to Connecticut. The men are remarkably healthy, though without sauce or vegetables, and in good spirits. I hope they will continue so."



PLAN OF THE CITY OF CLEVELAND BY SETH PEASE, 1796.



A survey of the land chosen for the new city was ordered. A mile square was the area then covered. Two surveys were made—one by Amos Spafford, and one by Seth Pease; both under the superintendence of Augustus Porter. The result was the preparation of two maps, one by each of the surveyors, and known to local annals as "Spafford's Map," and "Pease's Map."

The Spafford map was found among the papers of John Milton Holley, at Salisbury, Conn., in possession of his son, Gov. Alexander H. Holley. This endorsement, in the handwriting of Amos, is found upon it: "Original plan of the town and village of Cleveland, Ohio, Oct. 1st, 1796." The map was made by pasting several sheets of foolscap together. Superior street at first appears as "Broad," which was obliterated, and the present name substituted. The Public Square<sup>35</sup> is shown by a blank space, like an enlargement of the streets crossing each other at that point; Ontario had been first named "Court," which was erased. "On the face of the original," to again quote Col. Whittlesey, "there are the numbers of the lots—two hundred and twenty in number; the streets Superior, Water, Mandrake, Union, Vineyard, Bath, Lake, Erie, Federal, Maiden, Ontario, Huron, Ohio and Miami—fourteen in number, and the names of the parties who had selected lots. These were: Stoddard, lot 49, northeast corner of Water and Superior streets; Stiles, lot 53, northeast corner of Bank and Superior streets; Landon, lot 77, directly opposite, on the south

<sup>35</sup> That now historic park in the very center of Cleveland's business section was laid out as the Public Square, and so should have remained to the end of time. Some word-tinker thought otherwise after the memorial to Commodore Perry had been located at the junction of Superior and Ontario streets, and on April 16th, 1861, an ordinance was passed by the City Council declaring that "such portion of the public ground of the city of Cleveland as is at present known and commonly called the Public Square be, and the same shall be known and designated as Monumental Square." (See codified ordinances, passed March 12th, 1877, in which the above action is confirmed.) Happily the Cleveland public had a better sense of the fitness of things than the Councils of 1861 and 1877, and *the Public Square* it yet is in popular speech, and that appellation will be used here whenever Cleveland's first park is referred to.



side of Superior street: Baum, lot 65, sixteen rods east of the Public Square; Shepherd, lot 69, and Chapman, lot 72, all on the north side of the same street. 'Pease's Hotel,' as they styled the surveyor's cabin, is placed on the line between lots 202 and 203, between Union street and the river. Northwest of it, about ten rods, on lot 201, their store house is laid down. Vineyard, Union and Mandrake streets were laid out to secure access to the upper and lower landings on the river. Bath street provided a way of reaching the lake shore and the mouth of the river."

Even a city as yet only upon paper must have a name, and the question as to a title for the capital of New Connecticut, which had probably been under consideration for some time, now demanded settlement. The name "Cuyahoga" had been proposed, and there are letters in existence showing that it was in use to designate the present location of Cleveland. General Cleaveland confessed himself unequal to the task, and, we are told, "upon the earnest suggestion and advice of the surveyors," was persuaded to make use of his own name, and thus "Cleaveland, New Connecticut," took its place upon the yet imperfect and uncertain maps of the Great West.

Just when and by whom the letter "a" was first dropped from the name has never been definitely determined. The early records vary in their custom, some following the spelling adopted by the city's founder, and others the more convenient mode that in later days became universal by general consent. In Judge Griswold's admirable paper, elsewhere quoted at some length, on the corporate birth and growth of Cleveland, we find this statement: "There was first made (in these early surveys) a rough field note on which these lots, streets and grounds were marked and laid out, but a more perfect and complete map was made by Seth Pease and finished before the 1st of October of that year (1796). On this old field map, there was written in fair hand, as well to perpetuate the General's memory, as the event itself, 'The

City of Cleveland.' In the spelling, the letter 'a' in the first syllable always used by the General himself was omitted."<sup>36</sup>

There may be found in the office of the city clerk of Cleveland a small and dingy book, with leaves yellowed by time, edges worn away, and the leather cover black and mouldy with decay. It contains the records of the township of Cleveland, commencing with 1803, and in this the name is almost altogether spelled with the "a," until about 1832 or 1833.

When the "Cleaveland Herald" came into existence, in 1819, it was loyal to the General, in that it used his name without omitting a letter, and so continued up to 1832, when there is a break in the files at the rooms of the Western Reserve Historical Society from April 12th to June 8th, 1833, on which latter date it is found without the added letter.

One of the many and varied statements made upon the subject is found in the following, from the pen of Hon. A. J. Williams:<sup>37</sup> "Some years before his death, Gen. A. S. Sanford, an old settler and printer in Cleveland, and one of our most valued citizens, related to me the circumstances that occasioned the dropping of the first 'a' in the original name of our city, 'Cleaveland.' The letter was not omitted in the 'Herald' until 1832, but prior to that date, the 'Cleaveland Advertiser' was

<sup>36</sup> Extract from a paper entitled, "The Original Surveys of Cleveland," by Samuel J. Baker, in "Journal of the Association of Engineering Societies," New York, August, 1884, p. 217: "There is in the office of the city civil engineer on the first page of a volume entitled, 'Maps and Profiles, Vol. I.,' a map entitled, 'A Plan of the City of Cleaveland.' There is in the lower right-hand corner a rather quaint picture, representing two Indians, one with a gun, standing on a plain. To the left is a tent, on which is painted the above title, and to its left a tree. In the background are some hills." This map is accompanied by a statement made by I. N. Pillsbury, city civil engineer, that it is an accurate transcript made by him in 1842, from the original map and minutes of the survey of Cleveland, made in 1796 by Seth Pease. In this copy the name of the city contains the extra "a."

<sup>37</sup> "Annals of the Early Settlers' Association," Vol. III., No. 3, p. 367-

published. General Sanford said the paper for the 'Advertiser' was purchased from the paper mill at Cuyahoga Falls; that for one issue thereof the paper received was too small for the heading 'Cleveland Advertiser,' and that to use the same, it became necessary to drop from the heading the 'a' from the name 'Cleveland.' This was done, and from about that time the name of the village and of our city became Cleveland."<sup>38</sup>

A more plausible theory, and one that bears a closer mark of genuineness, is stated as follows: That when the "Herald" was being printed, a "sheep's-foot,"—something any old printer will know all about—struck the letter "A" in the heading, and so battered it that it was useless. As new type could not be had this side of Buffalo, or perhaps New York or Philadelphia, the damaged "A" was left out, and never again found its place in the heading. J. A. Howells, an Ashtabula editor, says that when his father was clerk of the Ohio Senate, about 1856, one of the members of the legislature, who had been a printer on the "Herald," made the above statement as one of fact, and that J. A. Harris, for years editor of that newspaper, confirmed it. Mr. Howells adds, in answer to the Sanford theory, that he compared issues of the "Herald," both before and after the dropping of the "A," and found there had been no change—that the paper was of the same size right along.<sup>38a</sup>

In returning to the original surveys, we can do no bet-

<sup>38</sup> From a speech delivered by Hon. Rufus P. Spalding before the Early Settlers' Association, in 1880: "'The town was called by my name,' said the General, and so it was, C-l-e-a-v-e-l-a-n-d; and that was the way in which the name was spelled, written and printed, until an act of piracy was committed on the word by the publisher of a newspaper, something over forty years ago, who, in procuring a new head-piece for his paper, found it convenient to increase the capacity of his iron frame by reducing the number of letters in the name of the city: Hence the 'Cleveland Advertiser,' and not Moses Cleaveland, settled the orthography of the Forest City's name for all time to come. Generally this story is told in connection with the 'Herald' rather than the 'Advertiser.'"

<sup>38a</sup> "Some Early History," by D. W. Manchester, "Annals of the Early Settlers' Association," Vol. III, No. 3, p. 366.





1 2 3 4  
EUCLID STREET, 1833.

1. Court House. 2. Trinity Church. 3. Old Stone Church. 4. Residence of Hon. J. W. Allen, on the Public Square.





ter than use a copious extract from a monograph<sup>39</sup> prepared for presentation before the Early Settlers' Association, by an eminent member of the Cleveland bar, Judge Seneca O. Griswold. He said:

"In the old field map, the name of Superior street was first written 'Broad,' Ontario 'Court,' and Miami 'Deer;' but these words were crossed out with ink, and the same names written as given in Pease's map and minutes. In Spafford's map, 'Maiden Lane,' which led from Ontario street along the side of the hill to Vineyard Lane, was omitted, and the same was never worked or used. Spafford also laid out Superior Lane, which was not on the Pease map, which has since been widened, and become that portion of Superior street from Water down the hill to the river. Bath street is not described in the Pease minutes, but is laid out on the map, and is referred to in the minutes, and the boundaries and extent appear on the map. The Square also is not described in the Pease minutes, but is referred to in the description of Ontario and Superior streets, and is marked and laid out on the map. In Spafford's minutes the Square is thus described: 'The Square is laid out at the intersection of Superior street and Ontario street, and contains ten acres. The center of the junction of the two roads is the exact center of the Square.' These surveys, the laying out of the lots bounding on the Square, their adoption by the land company, the subsequent sale by said company of the surrounding lots abutting upon it, make the Square as much land devoted to public use as the streets themselves, and forever forbids the same being given up to private uses. The easterly line of the city was the east line of one tier of lots, beyond Erie street, coinciding with the present line of Canfield street. The east line began at the lake and extended southerly one tier of lots south of Ohio street. The line then ran to the river, down to the river, skipping the lower bend of the river to Vineyard Lane, thence along

<sup>39</sup> "The Corporate Birth and Growth of Cleveland," by Hon. Seneca O. Griswold. "Annals of the Early Settlers' Association," No. 5, p. 37.

Vineyard Lane to the junction of Water with Superior street, thence to the river, thence down the river to its mouth. Superior street, as the survey shows, was 132 feet in width, the other streets 99 feet. It is hardly possible to fully appreciate the sagacity and foresight of this leader of the surveying party. With full consciousness of what would arise in its future growth, he knew the city would have a suburban population, and he directed the immediate outlying land to be laid off in ten-acre lots, and the rest of the township into 100-acre lots, instead of the larger tracts into which the other townships were divided. The next year the ten-acre lots were surveyed and laid out. They extended on the east to the line of what is now Willson avenue, and on the south to the top of the brow of the ravine formed by Kingsbury Run, and extended westwardly to the river bank. Owing to the peculiar topography of the place, some of the two-acre lots had more and others less than the named quantity of land, and the same occurred in the survey and laying out of the ten-acre lots. The flats were not surveyed off into lots, and there was an unsurveyed strip between the west line of the ten-acre lots and the river, above and below the mouth of the Kingsbury Run, running south to a point west of hundred-acre lot 278. Three streets were laid out through the ten-acre lots, each 99 feet in width to correspond with the city streets, called the South, Middle and North Highway. The southerly one becoming Kinsman street, the Middle, Euclid street at its intersection with Huron; the southerly one received its name from the fact that Kinsman, the east township of the seventh line of townships, was at a very early period distinguished for its wealth and population. The Middle was called Euclid because that was the name of the next township east. The North Highway was a continuation of Federal street, but changed to St. Clair, after the name of the territorial governor, whose name, in the minds of his admirers, was a synonym of Federal."

As yet no civil township had been organized in this por-

tion of the present Cuyahoga County, the territory upon the east side of the river being a part of Washington County, of the Northwest Territory. It was a question whether legal jurisdiction there was held by the territorial authorities or by the Connecticut Land Company. The section west of the Cuyahoga River nominally belonged to the county of Wayne, and, although the pre-emption rights had been purchased by the land company, the claims of the Indians had not been satisfied, and they were still in undisputed possession.

The survey township, in which Cleveland was situated, was one of the six which had been selected to be sold for the direct benefit of the company as an organization, and not divided among the stockholders, as was the case with so many of the other towns of the Reserve. The plan, as proposed, was to first sell only a quarter of the townships; and a proposition was submitted by Augustus Porter, the chief of the surveyors, as to the manner in which such sale was to be carried out. This plan has been described in full: "In the first place, city lots Number 58 to 63 inclusive, and 81 to 87 inclusive, comprising all the lots bordering on the Public Square, and one more, were to be reserved for public purposes, as were also 'the point of land west of the town' (which we take to be the low peninsula southwest of the viaduct), and some other portions of the flats if thought advisable. Then Mr. Porter proposed to begin with lot number one, and offer for sale every fourth number in succession throughout the towns, on these terms. Each person who would engage to become an actual settler in 1797 might purchase one town lot, one ten or twenty-acre lot, and one hundred-acre lot, or as much less as he might choose; settlement, however, to be imperative in every case. The price of town lots was to be fifty dollars; that of ten-acre lots three dollars per acre; that of twenty-acre lots two dollars per acre; and that of hundred-acre lots a dollar and a half per acre. The town lots were to be paid for in ready cash; for the larger tracts twenty per cent. was



to be paid down, and the rest in three annual installments with annual interest. It will be seen that even at that time the projectors of Cleveland had a pretty good opinion of its future; valuing the almost unbroken forest which constituted the city at twenty-five dollars per acre in cash, while equally good land outside its limits was to be sold for from three dollars down to a dollar and a half per acre, with three years' credit."<sup>40</sup>

Not many incidents have been placed upon record of the life and labors of the little party, who, during the summer and early fall of 1796, were industriously engaged in laying the foundations of the Forest City. It was by no means a life of ease and pleasure—the surveyors, as Colonel Whittlesey says, “were not always sure of supper at night, nor of their drink of New England rum, which constituted an important part of their rations; their well provided clothing began to show rents, from so much clambering over logs and through thickets; their shoes gave out rapidly, as they were incessantly on foot, and were where no cobblers could be found to repair them; every day was one of toil, and frequently of discomfort. The woods, and particularly the swamps, were filled with ravenous mosquitoes, which were never idle, day or night; in rainy weather the bushes were wet, and in clear weather the heat was oppressive. It was not always practicable to have provisions promptly delivered to the surveying parties, so that their work could go on without interruption.”

Affairs had reached a rather unpleasant strait by the later days of September, when the surveyors and their assistants, who had collected at headquarters, found themselves out of meat, with but little flour, a couple of cheese, and some chocolate. As they were figuring on ways and means, some sharp eye saw a bear swimming across the river. There was a rush for guns and canoes, and in the midst of the excitement the bear paused,

<sup>40</sup> “History of Cuyahoga County,” compiled by Crisfield Johnson, 1879, p. 225.

turned about, landed upon the western shore, and carried the anticipated fresh meat of the hungry men into the woods. The success attending a raid upon the reptile kingdom was more gratifying, as we find in Holley's *Journal* the entry: "Munson caught a rattlesnake, which we boiled and ate." Later in the day a party with provisions and cattle came over from Conneaut, and were received with an unquestioned welcome.

A readjustment of the arrangement between the Connecticut Land Company and the surveyors' staff was one of the outcomes of the hardships of the expedition, which led to a greater claim for compensation than, at first, had been agreed upon. An informal agreement had been made in July, at Conneaut, General Cleaveland speaking for the company, and the men for themselves.

A meeting was held "at Cleaveland"<sup>41</sup> on the 30th of September, for the purpose of carrying this agreement into effect. General Cleaveland signed for the company, and forty-one of the men for themselves. The township chosen for division was that next east of Cleveland; and in deference to the great mathematician—a patron saint of the surveyor's art—the name "Euclid" was chosen as its designation—a suggestion credited to Moses Warren.

It was mutually agreed that each party was to have an equal share in the township; each man pledged himself to remain faithfully in the service of the company to the end of the year, and a further pledge was made as follows: in the year 1797 there should be eleven families settled in the township; eleven houses built; and two acres of wheat sown around each house. In 1798, eighteen more families were to settle; build eighteen additional houses; and five acres cleared for wheat around each residence. Fifty acres were to be sown to grass. A further increase in all these respects was to be made

<sup>41</sup> "A contract made at Cleaveland, Sept. 30th, 1796, between Moses Cleaveland, agent of the Connecticut Land Company, and the employees of the company, in reference to the sale and settlement of the township of Euclid, No. 8, in the eleventh range." From memoranda of Orrin Harmon, Esq. "Whittlesey's Early History of Cleveland," p. 230.

in the year following; and there must be, in 1800, forty-one families resident in the township. In case salt springs were discovered on a lot, it was to be excepted from the agreement, and other lands given instead. A meeting of the new proprietors of Euclid was held on the same day and in the same place, where lots were cast as to who were to fulfill the conditions of settlement in 1797, in 1798, etc.

Near the middle of October, as the premonitions of winter warned those who were to return to the East that it was time to be going, preparations were rapidly made for departure. By the 18th of the month the surveyors and their assistants were gone, leaving Joseph Landon and Job P. Stiles and his wife Tabitha in sole charge of the paper city. Elijah Gun and Anna, his wife, were in a like manner left in possession of Castle Stow, at Conneaut. The Stileses had announced their intention of becoming actual settlers, and a cabin was constructed for them on lot 53, on Bank street, near Frankfort street. Joseph Landon soon abandoned his purpose of remaining permanently, and returned to the East before the setting in of winter. The Stileses were not left altogether alone, however, as Edward Paine, the subsequent founder of Painesville, Lake County, became perhaps an inmate of their home, or at least a neighbor,<sup>42</sup> and began to trade with the Indians—the Chippewas, Ottawas, etc., who made their winter camps on the west side of the river, and trapped and hunted upon both sides. They also had as neighbors the Seneca Indians, who encamped at the foot of the bluff, between Superior and Vineyard streets. A chief of this tribe was the famous Seneca, who was friendly to the whites, and is spoken of by those who knew him as “a noble specimen of Indian

<sup>42</sup> The statement is usually to the effect that Captain Paine made his home in the Stiles cabin. George E. Paine, of Painesville, says that he “never lived in Cleveland;” that he spent some part of the winter with Stiles, but most of it with the Indian chief “Old Seneca,” on the banks of Grand River, where Painesville is now situated. “Annals of the Early Settlers’ Association,” No. 7, p. 24.



character." The Indians supplied their white neighbors in the cabin on the hill with game, and showed their friendship in various ways. Their hunting grounds in the winter were along the Cuyahoga, Mahoning, Grand, Tuscarawas, Black and Kilbuck, and in the spring they sold their furs to the traders, and sailed away in their bark canoes to the Sandusky and Miami, where they passed the summer. The last that was seen of Seneca in this region was as late as 1809.

The surveyors, who worked their way back through the autumn weather to old Connecticut, did not have altogether a pleasure excursion in the going. Surveyor Holley again takes up the thread of narration, from which an occasional extract is made: "Tuesday, Oct. 18th, we left Cuyahoga at 3 o'clock 17 minutes for Home. We left at Cuyahoga Job Stiles and wife and Joseph Landon, with provisions for the winter. Wm. B. Hall, Titus V. Munson and Olney Rice engaged to take all the pack horses to Geneva. Day pleasant, and fair wind about southeast; rowed about seven and a half miles and encamped for the night on the beach. There were fourteen men on board the boat, and never, I presume, were fourteen men more anxious to pursue an object than we were to get forward." At 3 o'clock on the following morning, as the moon shone brightly, they hoisted sail and again moved eastward. "Just before sunrise we passed the first settlement (except those made by ourselves) that is on the shore of the lake in New Connecticut. This is done by the Canandaigua Association Co., under the direction of Mayor Wells and Mr. Wildair." They were compelled to run ashore because of the high wind, and remained in camp a mile east of the Chagrin River until the following day. They reached Conneaut about noon of the 21st. "took inventory of the articles left there, and about four o'clock in the morning, that is, on Saturday the 22nd, we hoisted sail for Presque Isle;" passed on to Buffalo Creek, which they reached in the evening of October 23rd, struck a fire, and were asleep in less than



thirty minutes from the time of landing. They reached Canandaigua at sunset of the 29th, and proceeded from thence by the usual route of travel. This is the last we shall see of this faithful chronicler, who settled in Connecticut, and raised a family, among his sons being a future governor of that State.

When the party reached home with their reports, Seth Pease carefully prepared another map of Cleveland, that in its main features was like the one already described. The terms of sale suggested by Mr. Porter were substantially confirmed by the company, who also donated to Mrs. Stiles<sup>43</sup> one city lot, one ten-acre lot, and one one-hundred-acre lot in the city and township of Cleveland—no doubt as a recognition of the fact that she was the first woman resident. A one-hundred-acre lot was also given Mrs. Anna Gun, who had been temporarily located in Conneaut, but contemplated settlement in Cleveland. A gift of a like lot was made to James Kingsbury and wife—the first emigrants to the Reserve who had no connection whatever with the company; and also a city lot to Nathaniel Doan, who had acted as blacksmith for the company—the agreement in his case being that he should reside upon it, and provide for the pioneer settlement a blacksmith shop.<sup>44</sup> This contract was carried out, and among the earliest sounds of industrial toil heard in the new city was the ring of the hammer upon Nathaniel's anvil.

<sup>43</sup> The Stiles family left Cleveland in 1800, and the husband lived until 1850, when he died in Leicester, Vermont.

<sup>44</sup> Extract from the minutes of the Connecticut Land Company: "Whereas, The Directors have given to Tabitha Cumi Stiles, wife of Job P. Stiles, one city lot, one ten-acre lot, and one one-hundred-acre lot; to Anna Gun, wife of Elijah Gun, one one-hundred-acre lot; to James Kingsbury and wife, one one-hundred-acre lot; to Nathaniel Doan, one city lot, he being obliged to reside thereon as a blacksmith, and all in the city and town of Cleveland. Voted, that these grants be approved."

### CHAPTER III.

#### THREE TRYING YEARS.

Through the leafy avenues of the June that followed, the eyes of the waiting pioneers upon the Cuyahoga saw the advance guard of the second corps of surveyors who had been sent out for another year of labor. Some changes had occurred in the winter. Mr. Paine had permanently departed in the early spring for a point to the eastward, where he laid the foundations of the little city that bears his name. In May, the Guns had come from Conneaut, thus making the second family to find a residence in Cleveland.

In the January preceding (1797), a meeting of the Connecticut Land Company had been held, at which the directors and trustees were instructed to urge upon the Legislature the expediency of erecting a county which should include all of the Western Reserve. A committee on behalf of the stockholders was appointed to inquire into the causes of the "very great expense of the company during the first year; the causes which have prevented the completion of the survey; and why the surveyors and agents have not made their report." An assessment of five dollars per share of the company stock was ordered; and a committee of partition appointed, consisting of Daniel Holbrook, Moses Warren, Jr., Seth Pease and Amos Spafford. In the hands of another committee was reposed the duty of making a general inquiry into the conduct of the directors: which body made a report in February, exonerating these officials in all respects. It was voted that "Moses Cleaveland's contract with Joseph Brant, Esq., in behalf of the Mohawks, of Grand River, Canada, be ratified."

The Rev. Seth Hart was appointed superintendent of

this second expedition, and Seth Pease the principal surveyor. Just why General Cleaveland did not return has not been spread upon the official record; and it is with no small reluctance that we see this stalwart figure disappear from these pages until near a century later, when a patriotic body, in the city he founded, embodied in bronze a lasting recognition of his services.

In addition to the leaders above named, we find in the party a number of those who had gone out the year before—particularly Amos Spafford, Richard M. Stoddard, Moses Warren, Joseph Landon, Theodore Shepherd, and Joseph Tinker. Samuel Spafford, a son of Amos, was one of the employees.

Mr. Pease had charge of the funds, and the details of outfitting. He organized at Schenectady. He was assisted in this labor by Thomas Mather, of Albany, N. Y. There seems to have been a temporary dearth of funds, as we find this entry in the Pease journal, under date of April 14th: "Spent the week thus far in getting necessary supplies. The want of ready cash subjects me to considerable inconvenience. Mr. Mather purchases the greater part on his own credit; and takes my order on Mr. Ephraim Root, treasurer."

On April 15th "rations began to be issued," and on the 20th "six boats started up the Mohawk. Each mess of six men received for daily rations, chocolate, one pound; pork, five pounds; sugar, a small porringer; one bottle of rum; one half-bottle of tea; flour or bread not limited. A man, his wife and a small child, taken in one of the boats." They went by Fort Schuyler, Fort Stanwix, Oswego Falls portage, and the garrison at Niagara, which they reached on May 14th. Five days later found them at Buffalo, where there awaited them the party which had come overland. The latter were sent ahead with the stock; the expedition by boat reached Cattaraugus, where they "tried to get an interpreter, but could not; the Indians stole eight to ten pounds of our pork and ham." They reached Conneaut and Port In-





1. The Academy. 2. Trinity Church. 3. Old Stone Church. 4. The Court House.





dependence on the night of the 26th. "We found that Mr. Gun's family had removed to Cuyahoga. Mr. Kingsbury, his wife and one child, were in a low state of health, to whom we administered what relief we could."

On June 1st they reached Cleveland. The land party and some of the delayed boats came later, bringing the melancholy news that David Eldridge, one of the men, had been drowned in an attempt to swim his horse across Grand River. The body was brought on to Cleveland and buried in its first cemetery, on the east side of Ontario street, just north of Prospect street. The burial service in this, the city's first funeral, was read by the Rev. Mr. Hart, following the form of the Episcopal Church. The details of this sad accident are thus told by one of the surveyors<sup>45</sup> in charge of the party: "I was ordered with a party of men to take the horses and cattle to Cleveland. We got along very well until we got to Grand River; we had no boat or other means of conveyance across, except we found an old Indian bark canoe which was very leaky—we had one horse, which I knew was a good swimmer. I mounted him, and directed the men to drive the others after me. I had got perhaps half way when I heard the men on shore scream—I looked back and saw two men, with horses in the water, but had parted from them—one of them got ashore, and the other, David Eldridge, made poor progress. I turned my horse as quick as I could, and guided him up within reach of him, when I very inconsiderately took hold of his hand, as soon as I could. This turned the horse over, and we were both under the water in an instant; but we separated, and I again mounted the horse and looked back and saw him just raise his head above the water, but he sunk to rise no more. We built a raft of flood wood, lashed together with barks, and placing on it three men who were good swimmers, they with hooks drew up the body, but this took some time—perhaps two hours. We took some

<sup>45</sup> Statement made by Amzi Atwater, in 1850.

pains to restore the body to life, but in vain. Two of our boats came up soon after with a large portion of the men. They took the body to Cleveland, and buried it in the then newly laid out burying ground."<sup>46</sup>

Headquarters were located at Cleveland, and the surveying parties went out upon their labors. The little town put on an appearance of activity. A piece of land was cleared on top of the bank, near the west end of Superior street, fenced in, and a garden planted.

There were several notable arrivals during this year. One of these was Lorenzo Carter—of whom we shall hear anon—who came from Rutland, Vermont, and had spent the previous winter in Canada. He erected a log cabin on the lowlands near the river, not far from Union (now

Spring) street. He was a man of energy, and a daring and successful hunter, who soon made his presence felt in various ways, and left an impress upon the community. Near the same time came his brother-in-law, Ezekiel Hawley.



JAMES KINGSBURY.

Another arrival of importance was that of James Kingsbury, whose brief residence in Conneaut has been

noted above. His experience in the wilderness, probably similar to that of many other early settlers, was one of extreme privation and hardship, and as an illustrative case I relate it somewhat in full. Col. Whittlesey speaks of him as "the first adventurer on his own account, who arrived on the company's purchase," and we have already

<sup>46</sup> Statement of Alonzo Carter (son of Lorenzo Carter) made in 1858: "Persons were buried in the old burying ground in 1797. A Mr. Eldridge was drowned at Grand River, and his body was brought here. We got some boards and made a strong box for a coffin. We put him in, and strung it on a pole with cords, to carry him up to the burying ground. Built a fence around the grave."

noted the gracious and generous manner in which the company recognized that fact. He came from Alsted, New Hampshire, and arrived at Conneaut soon after the first appearance of the surveyors. He was accompanied by his wife and three children.

When the surveyors had gone home in the fall of 1796, the exigencies of the situation demanded his return to his old New England home. He made the journey by way of Erie, Buffalo and Canandaigua, on horseback, and expected to complete it within four to six weeks. He reached the old home with no special delay or accident, but was there attacked by fever. As soon as he dared mount a horse he set out for home, filled with anxiety for those who were awaiting his return. He reached Buffalo in a state of exhaustion, on December 3rd, and on the following day pushed forward into the snowy wilderness. He was accompanied by an Indian guard. For three weeks the snow fell without intermission, until at places it was up to the chin. Weak in body, and full of trouble for his loved ones, he pushed on and on, although it was December 24th before his cabin was reached. His horse had died from exhaustion, and he was not in a much better condition.

Meanwhile the wife and children subsisted as best they could. The Indians supplied her with meat until the real weather of winter came on. She had for company a nephew of her husband's, a boy of thirteen, whose especial charge was a yoke of oxen and a cow. Day after day went by, and still her husband did not come; and as if cold and loneliness were not enough, the supreme pain of motherhood was added, and the first white native son of the Reserve became a member of the household.

She had regained sufficient strength to move about the house, and had about decided to remove to Erie, when toward evening she looked up, and her husband was at the door.

Mrs. Kingsbury was then taken with fever; the food left by the surveyors was about exhausted; and the snow pre-



vented calls upon their Indian friends. Before his strength had fully returned, Mr. Kingsbury was forced to make a journey to Erie, to procure food. He could not take the oxen, because of the lack of a path through the snow, and so he set forth hauling a hand sled. He reached Erie, obtained a bushel of wheat, and hauled it back to Conneaut, where it was cracked and boiled and eaten. The cow died from the effects of eating the browse of oak trees, and with it gone, the chances of life for the little one were meagre indeed. In a month it died. Mr. Kingsbury and the boy made a rude coffin from a pine box which the surveyors had left. "As they carried the remains from the house, the sick mother raised herself in bed, following with her eyes the lonely party, to a rise of ground where they had dug a grave. She fell backward, and for two weeks was scarcely conscious of what was passing, or what had passed: Late in February or early in March, Mr. Kingsbury, who was still feeble, made an effort to obtain something which his wife could eat, for it was evident that nutriment was her principal necessity. The severest rigors of winter began to relax. Instead of fierce northern blasts, sweeping over the frozen surface of the lake, there were southern breezes, which softened the snow and moderated the atmosphere. Scarcely able to walk, he loaded an old 'Queen's Arm' which his uncle had carried in the War of the Revolution, and which is still in the keeping of the family. He succeeded in reaching the woods, and sat down upon a log. A solitary pigeon came, and perched upon the highest branches of a tree. It was not only high, but distant. The chances of hitting the bird were few indeed, but a human life seemed to depend upon those chances. A single shot found its way to the mark, and the bird fell. It was well cooked and the broth given to the wife, who was immediately revived." "

When the surveyors came to Cleveland in 1797, the Kingsbury family came with them. There was a dilapi-

" "Whittlesey's Early History of Cleveland," p. 265.

dated house on the west side of the river, probably where Main and Center streets now intersect—a log house<sup>48</sup>—which, it is usually stated, was left by the early traders with the Indians; and it sheltered them, while a more substantial cabin was being put up east of the Public Square, near the present location of Case block.



SAID TO BE THE OLDEST HOUSE IN CLEVELAND.

Judge Kingsbury—so called because of his later appointment as a judge of the Court of Common Pleas of Trumbull County—was of no small prominence in his day and generation. In December, 1797, he again removed, this time to a point upon the bluff on the line from Doan's

<sup>48</sup>Colonel Whittlesey, in that treasure-house from which we have so frequently drawn ("Early History of Cleveland," p. 266), says: "The old settlers think it was erected by the French, but it was more probably done by the English, who were here soon after the peace of 1763. It was a better building than the French were in the habit of putting up in such remote places. It had been a comfortable and capacious log storehouse." New light is thrown upon the question by researches which have been carried on since the days of Colonel Whittlesey. In a recently printed monograph from the pen of C. M. Burton, Detroit, 1895, entitled "A Chapter in the History of Cleveland," the details are given of an attempt to secure by purchase from the Indians of "a large part of the land covered by the present city of Cleveland," on the part of Alexander Henry, John Askin, and others. As a part of this programme, "John Askin, Jr., was sent to take actual possession of the tract, and he built or occupied a hut on the west side of Cuyahoga River, a little back of where it emptied into the lake." There

corners to Newburgh, where he lived to the end of his life, which came on December 12th, 1847.

The year 1797 saw a marked addition to the street lines of Cleveland. "Central Highway" was laid out as a road into the country, but as it led to the new town of Euclid, it became known as Euclid road. The "South Highway," or Kinsman street, was also added, as was also "North Highway," or St. Clair street. In the fall, the surveyors completed their labors, so that the land could be intelligently divided among the stockholders of the company, and returned home. In January, of the year following, the partition was made. It was also during this year that Cleveland, with the rest of the Reserve, became a part of Jefferson County, but no steps of visible jurisdiction were taken by the territorial authorities. In October, 1798, a petition, on behalf of the Connecticut Land Company, was laid before the General Assembly of Connecticut, in which were set forth the various failures of all appeals to Congress for action in regard to the legal status of New Connecticut, and praying for relief.

Early in 1798, Nathaniel Doan, who had been induced to come, perhaps, by the donation of a city lot upon which a blacksmith shop was to be maintained, arrived

is a letter in possession of the Western Reserve Historical Society from Alexander Henry to Oliver Phelps and Henry Champion, directors of the Connecticut Land Company, dated April 1st, 1797, giving notice to the company of the claim of title by Askin and his partners, and stating that John Askin and his family "now reside on this tract at the River Cuyahoga, in order to secure possession." It will be noted, however, that Mr. Burton does not claim that this cabin was erected by Askin, using the words, "built or occupied." There stands to-day on Hanover and Vermont streets (West Side), a house that some say is the oldest in Cleveland. Tradition states that it was built by agents of the Northwestern Fur Company, at the head of the old river bed, for a trading house, many years before the arrival of Moses Cleaveland; that it was moved from place to place, and finally found a resting-place in its present location. It was originally covered with hewn timbers, but as it stands to-day (see illustration) it has a modern planed covering. It is further claimed that between 1783 and 1800 it was used as a blockhouse. It was once owned by Joel Scranton, but was purchased, near 1844, by Robert Sanderson, who moved it to its present location.



with his family, and the fire of his forge was soon seen arising from a little shop on Superior street, near the corner of Bank, and the ring of his anvil was heard as he sharpened the tools and shod the horses of the little community.<sup>49</sup> Job P. Stiles had left his cabin down near the heart of affairs, and moved out near the Kingsbury home on the ridge. Elijah Gun went to the same section, while Rodolphus Edwards,<sup>50</sup> a new arrival, went further north, near that point known later as the intersection of Woodland avenue and Woodland Hills avenue. Joseph Landon, who had come back from the East, and Stephen Gilbert cleared a piece of ground, which they sowed to wheat, while a couple of acres given to corn on Water street showed the agricultural activity of Lorenzo Carter.

That scourge of the new western lands, the fever and ague, was also present during this year of early settlement, and had not a little to do with the removals to the higher lands to the eastward. At one time nearly every member of the settlement became a victim to its power, and the burden of providing food and the necessities of life fell upon the few who were equal to it. A mainstay in many close places was the redoubtable Carter, whose gun and dogs enabled him to obtain wild game when

<sup>49</sup> Statement made by John Doan, "Annals Early Settlers' Association," No. 6, p. 51: "In General Cleaveland's party was my uncle, Nathaniel Doan, of Middle-Haddam, Middlesex County, Conn. After spending two years, 1796 and 1797, in assisting to lay out roads and define county and township limits in the howling wilderness of that day Nathaniel Doan decided to bring his family here and locate a home in the woods. He did so in 1798, building a log cabin near the Cuyahoga River, but the next year moving further east, on the corner of Fairmount street and Euclid avenue, still known as Doan's Corners."

<sup>50</sup> O. P. C. in "Annals of the Early Settlers' Association," No. 4, p. 47: "Rodolphus Edwards, for short called 'Dolph,' can be numbered among the early pioneers of Cuyahoga County, having come here away back in 1797. He settled on a large tract of land now known as Woodland Hills, but formerly called Butternut Ridge. In addition to farming, he kept a public inn or tavern, for the accommodation of the traveling public. Rain or snow, hot or cold, as regular as Saturday came around, Uncle Dolph, with his old Dobbin, old-time carry-all, and big brindle dog, seated bolt upright on the seat by the side of his master, would make his appearance in town," for the purchase of supplies for the week following.



nothing else was to be had; and it is hardly necessary to say that to each of his needing neighbors was sent a generous portion. At one time, all the nine members of Nathaniel Doan's family were sick at once, which had not a little to do with the removal to that point which has since borne his name.

Out on the Ridge, the Kingsburys, Guns and Stileses had found immunity from the scourge, and been able to raise good crops of corn. The famous "stump mortars" of the early day, which had until now been their only means of preparing this corn for use, have been described as follows: "An oak stump was hollowed out so that it would hold about half a bushel of corn. Above it a heavy wooden pestle was suspended to a spring-pole, the large end of which was fastened to a neighboring tree. A convenient quantity of corn being poured into the hollow, the pestle was seized with both hands and brought down upon it. Then the spring-pole drew it up a foot or two above the corn, when it was again brought down, and thus the work continued until the corn was reduced to a quantity of very coarse meal."

Judge Kingsbury decided to secure a better method of preparing the chief staff of family life, and accordingly brought from the banks of the run, which still bears his name, two large stones, which he rudely shaped into mill-stones, one of which he placed upon the ground with the other above it, and by fastening a handle to the upper one so that it might be rocked forward and backward, was able to produce an article of meal far ahead of that made in the ruder appliance.

There was no physician in the little settlement, and no quinine, a decoction of dogwood bark being used in its stead, as a specific for the ague. As the cold weather approached, the chills disappeared, but there was still a lack of food. It was near the middle of November when four of the men, still weak from the effects of the ague, made an attempt to bring a supply of flour from Walnut Creek, Pennsylvania. They went by the lake, and some-

where between Euclid Creek and Chagrin River the boat was wrecked, and their mission ended in failure.

In 1799, Mr. Hawley also left the settlement at the mouth of the Cuyahoga and moved to the neighborhood to which the others had gone. This left the Carters in virtual possession, and as they had now become pretty well acclimated, they concluded to remain and take their chances. It was in this year that Wheeler W. Williams,<sup>51</sup> a new-comer, and Major Wyatt, also a late arrival, built at the falls of Mill Creek, later Newburgh, the first grist-mill of the neighborhood. This labor was not completed until fall, when the pair of mill-stones for grinding were furnished by David Bryant and his son Gilman, who had been getting out grindstones near Vermillion River.

The younger Bryant has left us a brief description<sup>52</sup> of this structure, which marked so important an advance in the material interests of the neighboring towns of Cleveland and Newburgh: "In the fall (1799), father and myself returned to Cleveland, to make a pair of mill-stones for Mr. Williams, about five miles east of Cleveland, near the trail to Hudson. The water was conveyed to the mill in a dugout trough, to an undershot wheel about twelve feet over, with one set of arms, and buckets fifteen inches long, to run inside of the trough, which went down the bank at an angle of forty-five degrees, perhaps. The dam was about four rods above the fall; the mill-stones were three and a half feet in diameter, of gray rock."

As this was one of the first mills on the Reserve, its completion was naturally celebrated in an appropriate manner.<sup>52a</sup>

<sup>51</sup> As we shall meet this busy pioneer in several places hereafter, it may be well to state that in the early records his name appears in various shapes: Wheeler W. Williams, Wm. W. Williams, and William Wheeler Williams.

<sup>52</sup> Letter of Gilman Bryant, under date of Mount Vernon, Ohio, June 1st, 1857.—"Whittlesey's Early History of Cleveland," p. 372.

<sup>52a</sup> Orrin Harmon says that David Abbott built the first grist-mill on the Reserve, in the fall of 1798, at Willoughby. Leonard Case stated that a mill at the forks of Indian Run, between Youngstown and Canfield, was in operation before Williams's mill. This one at Newburgh was, therefore, the third mill on the Reserve.

All the neighborhood roundabout was asked to be present—some ten families in number. Few details of this event have been left us, but it was no doubt conducted in accordance with the known light-hearted sociability of our pioneer fathers. The result of this new venture in the mechanical line was, that “during the following winter our citizens enjoyed the luxury of bolted flour, made in their own mills, from wheat raised by themselves.”

In the above general outline of early events, we have carried the story of Cleveland to the edge of 1800. Before stepping across the century line, and viewing the enlarged horizon of later days, it will be our task and pleasure to take up a number of detached events that must be related to make the record complete, and can best find that relation just here.

A marked event of the last three years of the departing century was the fact that warm weather came back unusually early in each returning spring, which shortened mercifully the days of cold for which the settlers were not always well prepared. “Pinks and other flowers bloomed in February each year, and peach trees were in full blossom in March.”

In discussing the question of travel, Mr. Rice says:<sup>53</sup> “The only highways, which existed in the country at this time, were narrow paths, designated by blazed trees, and a few old Indian trails. The trails were well-beaten paths, which had existed from time immemorial, leading from one distant point of the country to another. One led from Buffalo along the lake shore to Detroit. Another from the Ohio River by way of the *portage*, as it was called, to the mouth of the Cuyahoga River. They concentrated at Cleveland, where the river was crossed by a ferry established by the Indians. In this way the principal trading posts erected by the French and English were made accessible, and furnished the early pioneers with the facilities of securing an important commercial intercourse with those distant points of trade. The goods

<sup>53</sup> Rice's “Pioneers of the Western Reserve,” p. 66.



and provisions needed were transported on pack-horses.<sup>54</sup> While Cleveland was the central point on the lake shore, Newburgh took the lead in respect to population. Hence Cleveland acquired the reputation of being a 'small village six miles from Newburgh.'<sup>55</sup>

The hardy and able men who conducted the surveys already described, or assisted in the same, deserve more than the passing mention which has been given heretofore in connection with a description of their work. Of some of these we know little, beyond the fact that they were sent out in the employ of the Connecticut Land Company and presumably performed their duties to the satisfaction of their employers. Judge Amzi Atwater, in his sketches of his associates, says of John Milton Holley, to whose journal we have been several times indebted: "He was then a very young man, only about eighteen years of age, though he appeared to be older; tall, stout, and handsomely built, with a fair and smiling face, and general good appearance. He was a beautiful penman." He did not return with the surveyors of 1797, but settled in Salisbury, Conn., where he spent the remainder of his days, leaving a large and respected family, a member of which afterwards became the governor of that State.

<sup>54</sup> On February 23rd, 1797, the Connecticut Land Company appointed a committee, of which Seth Pease and Moses Warren were members, to "enquire into the expediency of laying and cutting out roads on the Reserve." Their report, under date of January 30th, 1798, was to the effect that it was "expedient to lay out and cut out, a road from Pennsylvania to the city of Cleveland. . . . The road was cut out, and the timber girdled, according to the recommendation of the committee. . . . That this was the first road that was laid out and cut out on the Western Reserve, there is no doubt. This was all done at the expense of the Connecticut Land Company."—Western Reserve Historical Society's Tract No. 49, p. 101.

<sup>55</sup> When did this term originate? Who first used it? Perhaps these questions may be answered by Joseph Glidden, who says: "I learned also, during my first summer in Ohio (1834) the important fact that Cleveland is six miles from Newburgh. I remember taking up a little book at the house of a friend in Akron, called a 'Gazetteer of the State of Ohio.' I distinctly remember that under the head of Cleveland there was this item: 'A post-town six miles from Newburgh.'"—"Annals Early Settlers' Association," No. 6, p. 45.



Mr. Atwater, himself, left an impress upon his time, and was an honored citizen of this section of Ohio until his death in 1851. He was a native of New Haven, Connecticut, and learned the art of surveying in company with Wareham Shepard, who was one of the first exploring party on the Reserve. Atwater joined the party at Canandaigua, his special duty being to collect the cattle and pack the horses. He returned the next year as one of the assistant surveyors. In 1800, he settled in Mantua, Ohio; served as an associate judge of Portage County, and filled other offices of public trust.

Ezekiel Morly was born in Glastonbury, Conn., in 1758, and died in Chester, O., in 1852. He served as a soldier in the Revolution; was a member of both the first and second surveying parties; emigrated to Ohio in 1832, and "supposed himself to be the first white man that saw Chagrin falls." Lot Sanford was not with the party of 1796, but with that of the year following. He assisted in digging the grave of the drowned Eldridge, "thus performing the office of sexton to the first white man who was buried in Cleveland." He did not remain in Ohio, but made his permanent home in Vermont, where he died in 1860. Oliver Culver came out with the party of 1797; returned in 1798, and assisted in the work of laying out a road to the Pennsylvania line; in 1804, he again came to Cleveland with a boat-load of salt, dry goods, liquors and tobacco, and opened a store. The next year he married, and settled on a farm in Monroe County, N. Y.

Seth Pease, who, perhaps, was the most prominent of the surveyors, is described by Mr. Atwater as "above medium height, slender and fair, with black, penetrating eyes; in his movements very active, and persevering in his designs, with a reflecting and thoughtful air. He was a very thorough mathematician." His journals, in excellent penmanship, show business habits. He was in the service of Massachusetts as a surveyor; was engaged in the laying out of the "Holland Purchase" in



# CLEVELAND IN 1833.

(View east from Brooklyn Hill.)

1. Mouth of the River. 2. Stone Flouring Mill and Lighthouse. 3. Mandrake Street. 4. End of Superior Lane on the River. 5. Mouth of Ohio Canal, in line with the Stone Church. 6. Old Bethel Church. 7. Erie House on the Canal.





Western New York; and under Jefferson became Assistant Postmaster General of the United States.

Augustus Porter spent some ten years in the woods, in one place and another, as surveyor and explorer, and then settled on the Niagara River, where he spent the remainder of his life. He lived to an advanced age. He was of medium height, full face, and dark complexion.

Sickness and death were the part of several who engaged for labor in the wilderness. Judge Atwater,<sup>56</sup> in relating the experiences of 1797, says: "I was taken sick with the ague and fever. Sickness prevailed the latter part of the season to an alarming degree, and but a few escaped entirely. William Andrews, one of our men, and Peleg Washburn, an apprentice to Mr. Nathaniel Doan, died of dysentery at Cleveland, in August or September. All those that died that season were of my party who came on with me, with the cattle and horses, in the spring, and were much endeared to me, except Tinker, our principal boatman, who was drowned on his return in the fall. At Cleveland, I was confined for several weeks, with several others much in the same situation as myself, with little or no help, except what we could do for ourselves. The inhabitants there were not much better off than we were, and all our men were required in the woods. My fits came on generally every night, and long nights they appeared to me; in day-time I made out to get to the spring, and get some water, but it was a hard task to get back again. . . . I procured a portion of Peruvian bark and took it, it broke up my fits and gave me an extra appetite, but very fortunately for me we were short of provisions, and on short allowance. My strength gained, and I did not spoil my appetite by over-eating."

It was during this summer of 1797 that Mr. Atwater passed through a trying experience which may be briefly related. He was in the woods with Minor Bicknell, when the latter was taken with so violent a fever that he was unable to ride a horse. They were at a great distance

<sup>56</sup> "Whittlesey's Early History of Cleveland," p. 300.



from help or medical attention, and it seemed imperative to get him to Cleveland as soon as possible. Two poles were tied together with bark, and a couple of horses placed between them, as in the shafts of a wagon. There was room for a man to lie in a bed of blankets and bark, slung to the poles, with one horse going before him, and the other coming behind. In this rude conveyance the unfortunate Bicknell was carried for five days, over a distance of fifty miles, being in a high fever and delirious for a portion of the time. His sufferings ended in death, and he was buried on the south line of the township of Independence. Well may Judge Atwater add: "This was the most affecting scene of my life. My feelings I cannot attempt to describe. My fatigue was great during the whole distance. My anxiety stimulated every power I possessed of body or mind."

The journal of Surveyor Pease during August, September and November is an almost continuous record of sickness, and for the greater part of the time headquarters at Cleveland took on the character of a general hospital. Such entries as these are of almost daily occurrence: "Solomon Shepard came in sick." "Reynolds taken sick." "Jotham Atwater came in sick with the fever and ague." "Green set out to take his place, but returned at night sick." "This morning had chills, headache, backache and fever." "Twelve persons sick." "Andrews died about eight o'clock last night." "Mr. Pease had a hard fit of fever and ague." "Tupper is not well, but able to cook."

Malaria was not the only enemy to be avoided in these laborious excursions into the woods. Another danger is suggested: "In its forest condition this region was very prolific in snakes. The notes of the survey contain frequent mention of them, particularly the great yellow rattlesnake. In times of drought they seek streams and moist places, and were frequently seen with their brilliant black and orange spots crossing the lake beach to find water. Joshua Stow, the commissary of the survey, had a positive

liking for snake meat. Holly could endure it when provisions were short. General Cleaveland was disgusted with snakes, living or cooked, and with those who cooked them. They were more numerous because the Indians had an affection or a superstitious reverence for them, and did not kill them.<sup>57</sup>

A view of Cleveland as it appeared to the eyes of a stranger in 1797 is found in the statement of Gilman Bryant, already quoted. "My father, David Bryant, and myself," said he, "landed at Cleveland in June, 1797. There was but one family there at that time, viz.: Lorenzo Carter, who lived in a log cabin, under the high sand bank near the Cuyahoga River, and about thirty rods below the bend of the river, at the west end of Superior street. I went up the hill to view the town. I found one log cabin erected by the surveyors, on the south side of Superior street, near the place where the old Mansion House formerly stood. There was no cleared land, only where the logs were cut to erect the cabin, and for fire-wood. I saw the stakes at the corners of the lots, among the logs and large oak and chestnut trees. We were on our way to a grindstone quarry, near Vermillion River. We made two trips that summer, and stopped at Mr. Carter's each time. In the fall of 1797, I found Mr. Rodolphus Edwards in a cabin under the hill, at the west end of Superior street. We made two trips in the summer of 1798. I found Major Spafford in the old surveyor's cabin. The same fall Mr. David Clark erected a cabin on the other side of the street, and about five rods northwest of Spafford's."

Any excursion into the history of these early days of Cleveland is certain to bring one into direct contact, sooner or later, with Lorenzo Carter, who played no minor part in the fortunes of the settlement, and who possessed a personal character well fitted for service in the rude surroundings of his day. His arrival in Cleveland has already been noted. He was born in Warren, Litchfield

<sup>57</sup> "Annals of the Early Settlers' Association," No. 4, p. 75.

County. Conn., in 1766,<sup>58</sup> and although his education was meagre, his natural qualities made him a man of mark wherever his lot was cast. His half-brother, J. A. Ackley, says of his early life: "He was left to the care of a widowed mother, in moderate circumstances, with a family of six children, all young. Lorenzo was a strong, athletic, self-willed boy, and it could not be expected that a mother would guide and direct him like a father. But our mother was a thorough-going woman, and managed to get along reasonably well, until the close of the war (Revolution), when she married again, and soon



LORENZO CARTER.

after moved to Castleton, Rutland County, Vt., then almost a wilderness. Lorenzo was about eighteen years of age, a very natural age to become fond of a dog or gun, hunting and fishing. The country being new, and game plenty, he soon became quite a Nimrod. Arrived at manhood, he bought a lot of new land, took to himself a better half, and settled on his land.

But farming, or at least clearing a new farm, was not exactly to his mind. He soon became restless, and wished for a change. About this time the Ohio fever began to rage, and Carter, in company with a man by the name of Higby, started for the western wilds. Their course was through Western Pennsylvania, to Pittsburg, down the Ohio River as far as the Muskingum River. They then turned north, and struck the lake at Cleveland, from thence by the nearest route home."

This excursion determined his future. He bade adieu to New England, in the fall of 1796, and in company with

<sup>58</sup> This date and place are given by J. A. Ackley, Carter's half-brother, in a statement made at Parma, in 1858. Mr. Rice, in his "Sketches of Western Life," p. 29, says, he was born in Rutland, Vermont, in 1767.



his brother-in-law, Ezekiel Hawley, set out to find a home in the West. When the two families reached Lake Erie, they passed across to Canada, where they remained for the winter. In the spring of 1797 they moved onward to Cleveland, which they reached in May, and where they had decided to make their permanent home.

The active Lorenzo soon made himself a conspicuous figure in the pioneer community. While Hawley decided to make his home back upon the elevated land, Carter preferred to remain in the very center of events—and there he hung on, faithful to his first choice, while malaria and ague drove his neighbors out to the more healthful ridge. He erected, down near the river, a log cabin, which was more pretentious than the rude affairs constructed by the surveyors, having two apartments on the ground floor, and a spacious garret.<sup>59</sup> He next built a boat, and estab-

<sup>59</sup> N. B. Dare, of Cleveland, has recently found among some old papers in his possession a land contract between Lorenzo Carter and the Rev. Seth Hart, Moses Cleaveland's successor as agent, or superintendent, of the Connecticut Land Company. The lot contracted for was described as follows:—"Lot No. 199, containing one acre and forty-four rods of land, as per the surveyor's full notes, abutting east on Water street, west on the Cuyahoga River, and intersected by Mandrake lane." The conditions of sale were as follows:—"Said Carter having already built a tenable log house on said lot and cleared and improved part thereof, is to clear the remaining part of said lot in the course of the next spring and summer, and sow the same to wheat or cultivate it to some other purpose, and have a family residing in said house; and he, the said Carter, is to pay at the rate of \$25 per acre, making for said lot the full sum of \$47.50, which said Carter is to pay by the 1st of September, 1798, unto Oliver Phelps, Henry Champion, Moses Cleaveland, Samuel Mather, Esq., the board of directors for said company, or their successors in office, or to their agent in the said city of Cleveland, with one year's interest on the same at the rate of 6 per cent. per annum. Now, if the said Carter shall fulfil and perform the foregoing conditions, etc., then the said Hart, on behalf of himself, empowered as aforesaid, and in behalf of said board of directors, promises and engages to procure a good and authentic deed.

(Signed) "LORENZO CARTER.  
"SETH HART.

(Witnesses.)

"Theodore Shepherd,

"Amzi Atwater."

The contract was endorsed "S. Hart's contract with Lorenzo Carter, 1797."



lished a ferry at the foot of Superior street. He kept a small stock of goods for trade with the Indians. In 1801 he was granted a license to keep a tavern at Cleveland, by the territorial court sitting in Warren. "It was Carter's enterprise," says Mr. Rice, "that built the first frame house in Cleveland. He also built the first warehouse. During the early part of his career at Cleveland his spacious log cabin on the hillside was regarded as headquarters. It served as a hotel for strangers, and as a variety shop of hunting supplies. It was also a place of popular resort, where the denizens of the town and surrounding country held their social festivities." It was in Carter's cabin that occurred the first wedding ceremony solemnized in Cleveland, when, on July 4th, 1797, Miss Chloe Inches, who was in Carter's employ, was married to a Canadian, who answered to the name of Clement. The ceremony was performed by the Rev. Seth Hart, General Cleaveland's successor as superintendent of the Connecticut Land Company.

In 1804, Carter was elected to the office of Major in the State militia. He built the first vessel constructed in Cleveland, the "Zephyr," of thirty tons burden, for the lake trade. He accumulated a fine property, and in later years purchased and improved a farm on the west bank of the Cuyahoga, nearly opposite the lower end of Superior street. He died in February, 1814, and was buried in the Erie street cemetery, near the western entrance. "Two marble headstones mark the spot, and also bear upon their face a brief record that is worthy of a reverent remembrance."

Carter is described as having had the muscular power of a giant, standing six feet in his boots, of swarthy complexion, with hair long and black, which he allowed to fall nearly to his shoulders. He was brave to the edge of daring, but amiable in temper and spirit; and while he never picked a quarrel, he saw the end of any upon which he entered. He was always to be found upon the side of the oppressed. "Major Carter was far from a quarrel-

some man," wrote Ashbel W. Walworth, in 1842.<sup>60</sup> "I never heard of his fighting unless he was grossly insulted, and as he would say, 'driven to it.' It was a common saying in this region, that Major Carter was all the law Cleveland had, and I think he often gave out well measured justice. It was not unfrequent that strangers traveling through the place, who had heard of the Major's success in whipping his man, who believed themselves smart fighters, thought they may gain laurels by having it said that they whipped him. I never heard it asserted by any one, and never heard of any one boasting, that such an act had been performed. He was kind and generous to the poor and unfortunate, hospitable to the stranger, would put himself to great inconvenience to oblige a neighbor, and was always at the service of an individual or the public when a wrong had been perpetrated. In all the domestic relations he was kind and affectionate."

There are a great many stories found in the various records of early Cleveland of Major Carter's dealings with both Whites and Indians, illustrative of his courage and off-hand methods of disposing of practical questions as they presented themselves. Of these anecdotes, half-brother Ackley tersely says: "Some are true, and many are not true." In touching upon these, one cannot undertake to say with certainty in which class they fall, although most of them are in accord with the known character of the man.

It is said, that on one occasion he returned from the hunt, and found that a party of thirsty Indians had broken into his store-house, removed the head from a whisky barrel, and were freely helping themselves to its contents. He found them engaged in an endeavor to empty the barrel, "marched in among them, drove them out, kicked and cuffed them about in every direction, and rolled several of them, who were too drunk to keep their legs, into the marshy brink of the river. The Indians did not relish this kind of treatment, and, meditating revenge, held a council the next day, and decided to exterminate Carter.

<sup>60</sup> "Whittlesey's Early History of Cleveland," p. 346.

They selected two of their best marksmen, and directed them to follow his footprints the next time he entered the woodlands to hunt, and shoot him at the first favorable opportunity. This the delegated assassins attempted to do, and, thinking to make sure work of it, both fired at him at the same time, but failed to hit him. In an instant Carter turned on his heel and shot one of them, who fell dead in his tracks; the other uttered a terrific war whoop, and fled out of sight. This dire result overawed the Indians. From that time no further attempts were made to take Carter's life. His rifle was the law of the land. The Indians became subservient to his will, and were confirmed in the belief that he was the favorite of the Great Spirit, and could not be killed. It was in this way that Carter obtained an unbounded influence over the Indians. He always treated them, when they behaved as they should, with kindness and generosity, and when they quarrelled among themselves, as they often did, he intervened and settled their difficulties."<sup>61</sup>

An incident, that finds a more certain foundation in fact, shows Carter's influence with his dusky neighbors, and is connected with the first murder that occurred after the settlement of Cleveland. It is not certain whether it occurred in 1802 or 1803. A medicine man, of either the Chippewa or Ottawa tribe, by name *Nobsy*, *Menobsy*, or more commonly called *Menompsy*, had rendered official aid to the wife of Big Son, a near relative to the famous Seneca, of the tribe of Senecas. She had died despite his ministrations, and under the influence of the fire-water obtained from the distillery which David Bryant had established under the hill, Big Son set forth the claim that his wife had been killed, and therefore, under the Indian law, he demanded the life of the medicine man. The latter claimed that he bore a charmed life and could not be hurt, which Big Son proved

<sup>61</sup> Rice's "Sketches of Western Life," p. 34. This story is referred to by the writer as traditional. No reference is made to it by Mr. Ackley or Mr. Walworth, already quoted, nor in a statement made by Carter's son, Alonzo.





SPAFFORD'S MAP  
OF  
CLEVELAND.  
1801.





to be untrue, by stabbing his enemy as the two walked side by side along Union Lane.

His friends took up the body of the murdered man, and carried it to their camp on the west side of the river. They were furious for revenge, and only the prompt action of Major Carter and other white men prevented a bloody encounter. The Chippewa warriors were seen in the morning with their faces painted black, which meant war. The demand was made that Big Son should be surrendered. Carter opened negotiations, and for a gallon or so of whisky, backed by his eloquence, persuaded them to abate the demand, go home, and drown their vengeance in that for which it had been surrendered.

It is pleasant to turn from this scene of blood to an incident that occurred on the last Christmas of the century, when Lorenzo Carter, the hunter, saved the lives of several lost little ones. Three children of Judge Kingsbury, and two of the Hawleys, the eldest but eight years of age, lost their way in the dusk of the evening when homeward bound from a visit to Job Stiles. They wandered about, in the cold and dark, in danger from wild beasts. The eldest carried the youngest; at last they all gave up, and sat down upon the frozen ground to await whatever fate the winter night might have in store for them.

It happened that toward evening, Carter, the uncle of the Hawley children, called at the house of their parents, on his way from the hunt. An alarm had already been given, and the few men of the neighborhood had started out in search. The Major of course joined them. He took his hound to where the children had been last seen. The trail was found, although the little ones had crossed their own tracks again and again. After a long run through bush and brier, the faithful animal dashed down into a hollow, and among the frightened children, who thought that at last the wolves were upon them. We can rest assured that, among all his triumphs in forest and field, Lorenzo Carter counted the privilege of returning those children to the arms of their parents that Christmas night, by no means the least.

## CHAPTER IV.

### A CITY ON PAPER.

It may be profitable to leave for a moment the little village on the Cuyahoga, here at the dawn of 1800, to touch upon the manner of life of those who came into the Ohio wilderness, the perils surrounding them, and the resolution with which they met want, sickness, the depredations of wild beasts, and the lack of those surroundings of civilization to which they were used in the old life in the East. It took courage of several sorts to make the westward venture,<sup>62</sup> and the journey from the East was in itself no light experience.

Not only were the railroad and canal unthought of then, but the stage-coach and the road along which it was to be drawn were still in the future. The springless wagon or the sled, loaded with household goods, farming implements, weapons of defense, and food, with wife and children stowed in corners, were the chief vehicles of transportation, and the road a mere path through the woods, or a trail, along which room for passage must be cut through the trees. Months were often consumed in this tiresome journey, and its discomforts uncomplainingly borne. Incidents without number, in illustration of the above, are held as household legends in all parts of the

<sup>62</sup> "Immigration to Ohio, at an early day, at times met with the greatest discouragement. Caricature was employed to give vent to the derision which was felt. Judge Timothy Walker, in an address delivered before the Ohio Historical and Philosophical Society, at Cincinnati, in 1837, said he well remembered in his boyhood seeing two pictures—one representing a stout, well-dressed, ruddy man on a fat, sleek horse, westward bound, bearing a banner with the words: 'Going to Ohio'; the other showing a pale and ghostly skeleton of a man, in shabby apparel, riding the wreck of a horse, journeying eastward, bearing the ensign: 'Have been to Ohio.'"—*Magazine of Western History*, Vol. I., p. 343.

Reserve; and some of the pioneers who were spared for more prosperous days, have told us touching tales of the sufferings they, as children, regarded as matters of course—like the rains and snows and chills of winter.

Among the first to settle in these northeastern Ohio forests was Amos Loveland, who had been a soldier in the Revolution, and was engaged in surveying on the Reserve as early as 1798. He selected a piece of land in what is now a corner of Trumbull County, and decided to locate upon it. He returned to Vermont in the fall of the year, and in December started westward with his family of seven, and all his worldly goods packed on two sleds, each of which was drawn by a team of horses. They traveled days, and encamped at night when better accommodations did not offer. They crossed the Susquehanna River on the ice, and when the snow disappeared soon after, the sleds were traded for a wagon for the rest of the journey, which occupied altogether four months. It was April before he arrived at the piece of woodland he expected to transform into a farm. Jacob Russell came from Connecticut to Cleveland with an ox-team, his wife riding their only horse. Leaving her here, he returned for their children, and one of these, in recently relating their adventures, said: "Our journey was attended with the greatest suffering. My youngest sister was sick all the way, dying three days after her arrival. Father was then taken down with ague, so our house was built slowly. With the greatest difficulty mother hewed with an adze the stub ends of the floor boards, and put them down with the little help father could give her. We moved in, toward the close of November, our house possessing neither door nor window. At that time, two of the children were sick with ague. Father worked when the chills and fever left him for the day, putting poles together in the form of bedsteads and a table."

The Morgan family came in a covered wagon, drawn by a yoke of oxen and a span of horses. A girl eight years of age rode one of the horses, and guided the lead-team



the greater part of the way between Albany and Cleveland. The road was simply a trail through the woods, the underbrush between the trees having been cut away sufficiently to allow a wagon to pass. Three months were consumed in this journey, including a two weeks' stop because of sickness.

Other families came in two-wheeled carts, some in small wagons to which but one horse was attached, while occasionally the horse, without the vehicle, would be the style of transportation employed. Streams had to be crossed by any means that could be improvised, dangers guarded against, and much suffering endured. It was not unusual for a team to give out, and a week or even a fortnight be allowed for recuperation.

When the rough journey from the east was completed, the next thought was for providing a shelter. The log-house, for so many years the only structure seen or attempted in pioneer settlements, has often been described.

In one recorded instance, the family dwelling contained one room eighteen feet square, with greased paper for windows, a door of split boards with strips across, and wooden hinges—not a nail in the whole building; a puncheon, or split-log floor covered about one-half the ground included in the four walls, no upper floor, and no chimney, except a stone wall built up five feet to keep the fire from the logs. The protection against intrusion from the outside world in one cabin is thus graphically pictured by the pen of one of its inmates: "We hung up a quilt, and that, with a big bull-dog, constituted the door." When the four walls of the home were up, the settler proceeded to "chink" the openings between the logs, using pieces of wood on the inside, and plastering them with mortar on the outside. During the leisure of the evenings, the inner sides of the logs would be hewed smooth, and the bark removed from the joists above. Sometimes there was an upper loft, and even stairs leading to it, but usually a ladder was the means of communication. In rare cases a sleeping-room would be partitioned off on the

ground floor, but generally the bed stood at one end of the sole room, concealed behind chintz curtains, which would often disappear as the question of clothing became more and more pressing. The bedstead was made of smooth, round poles, while elm bark served as cords. Seats, tables and shelves were made as time would allow, and according to the skill of the occupants; occasionally some of these articles had been saved from the breaking up of the old home in the east.

The domestic economy within this family temple was of the most primitive character. A Dutch oven, a couple of kettles and a spider were considered essentials, although many an outfit fell far short even of this idyl of completeness. Judge Robert F. Paine, of Cleveland, once used these words in describing the home accommodations of his boyhood in Portage County: "We possessed few dishes of any kind. There was a man in Trumbull County who made them of wood, and his advent into a neighborhood would cause more excitement than the establishment of another national bank in Cleveland to-day. We ate on what we called trenchers, a wooden affair in shape something like a plate. Our neighbors were in the same condition as we, using wooden plates, wooden bowls, wooden everything, and it was years before we could secure dishes harder than wood, and when we did they were made of yellow clay."

Theodore Wolcott and Gad Hart spent the winter of 1806 in Farmington township. Desiring straw with which to fill their beds, they marched to Mesopotamia, five miles away, and as the woods were so dense that their bundles could not be carried through, they were compelled to travel out of their way a long distance, going along the Warren path to Grand River, and then coming back on the open highway afforded by the ice. The first bed on which Heman Ely, the founder of Elyria, slept, on his arrival in this section, was made of the cloth covering of the wagon in which he came, and filled with straw brought, with the greatest difficulty, from a barn located miles away.

The question of food was naturally one of great moment, and much could be written of the privations experienced in that direction. The skill, with which the pioneer mother made the means at her command fill the place of those to which she had been accustomed, was remarkable. "The first mince-pie I ever ate on the Reserve," once said Joshua R. Giddings, "was composed of pumpkin instead of apple, vinegar in place of wine or cider, and bear's meat instead of beef. The whole was sweetened with wild honey instead of sugar, and seasoned with domestic pepper pulverized instead of cloves, cinnamon and allspice, and never did I taste pastry with a better relish."

While such makeshifts were possible in some directions, there was one in which they were not.

Salt they had to have, at any price, or any cost of daring or toil. There was a salt spring nine miles west of Youngstown, where people would repair from all parts of the Reserve and manufacture their own article, carrying a kettle with them, or trusting to good-fortune for the obtaining of such an article at the spring. The *Old Salt Road*, as it is yet called, that leads from the mouth of Conneaut Creek at Lake Erie into Trumbull County, was so named because the demand for this staple article was one of the causes of its being laid out. The salt from the manufactories of Onondaga, N. Y., was brought to Buffalo by the lake, and then transported onward by ox-team. By the time it reached Trumbull County it cost twenty dollars a barrel. It was also brought from Pittsburgh on pack-horses, at great trouble and expense.

Sugar was costly, and had to be used sparingly, but the maple variety could be made easily and cheaply, and there was little privation in that line. Corn-bread was the staple article of diet, and one pioneer, who has traveled in many lands, and partaken of great varieties of fare, has been heard to lament, "Would that it still were." The meal dough was spread on a clean board, kept especially for that purpose, and then placed before a roaring fire,





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# CLEVELAND IN 1833.

(West of Court House.)

1. Stone Residence of Dr. Long, corner of Superior and Seneca.
2. Commercial Bank and Market, Bank Street.
3. Cleveland Hotel.
4. Lighthouse.
5. Governor Woods' Office.
6. Trinity Church.





and one of the younger members of the family detailed to watch it. When the side next the flame was well baked, it would be turned around, and careful tending soon finished the process. When beautifully browned and smoking hot, it was placed on the table, in company with a bowl of milk and a wooden spoon. In contemplating this picture, a hungry man can somewhat understand the mournful outburst quoted above.

The grinding of the grain was a matter of no small difficulty and labor. A hollow in an oak stump, and a rude stone pestle dependent from a spring-pole, was the simplest machine employed. Then came the rude hand-mills that most of the settlers used prior to 1800, which took two hours of steady grinding to supply one person with food enough for the day. In a sketch of the Doan family, it is recorded that for two or three months all their food was supplied by the young son, John, who had two attacks of fever and ague daily. He walked to the house of a neighbor five miles distant, with a peck of corn, ground it in a hand-mill, and then carried it home. He adjusted his labors and his shakings to a system. In the morning, on the ending of his first attack, he would start on his journey, grind his grist, wait until his second spell was over, and then set out on his return. One of the children of that day, while recently relating her experiences, drew this touching picture: "The only flour we could get had become musty, and could not be eaten unless one were driven by extreme hunger. I was eight years old, and not sick, and was therefore compelled to satisfy my hunger with it, and give to those of the family who were suffering a better chance at the corn-meal rations. The bread made from this flour was hard as well as unpalatable. I could only eat it by crumbling it into pellets and swallowing them whole. I often wondered why father cried as he sat down at the table and looked at the food, as the johnny-cake and mush looked so attractive to my hungry eyes."

The venerable John Doan once said: "In those days

we ground corn in little hand-mills. There were two stones about two and a half feet in diameter, one above the other, the upper one being turned with a pole. The corn was poured in through a hole in the upper stone. When a larger quantity of meal than could be ground in one of these mills was wanted, I was sent to Willoughby, ten miles away, to mill. I began when eight years old. Three bushels of corn and myself would be placed aboard a horse, and I would start early in the morning and get back late at night." In 1799, Joel Thorp's family found themselves out of provisions, and he started to a point in Pennsylvania twenty miles distant, to replenish his stock. While he was absent, his wife and three small children were reduced to a condition of dire necessity. They fed on such roots as they could find. The eldest son remembered to have seen some kernels of corn in a crack in one of the logs of their cabin, and passed several hours in an unsuccessful search for them. The mother emptied the straw of her bed on the ground and picked it over to obtain what wheat she could, and that little handful she boiled and gave to the children. She had been taught to handle the gun, and when she saw a wild turkey providentially approach her cabin door, she took down her husband's rifle, and discovered there was but one charge in the house. With her heart beating high in the excitement of hope and fear, she crept near the fowl and luckily killed it, thus providing means to keep her little ones alive until their father's return.

In 1797, the first settlers of Canfield, Mahoning County, brought all their provisions and other necessities from Pittsburg, being guided on their way solely by marked trees. When William Sager, a pioneer of Bristol, Trumbull County, desired to purchase some wheat, which could not be had at home, he rode to Mesopotamia to obtain two bushels, and consumed a whole day in doing so. On the next morning he started for the nearest mill, at Warren, and spent the day in getting there. His grist was ground in the evening, and the next day occupied in

the return home. Ichabod Terrell tells of purchasing salt in Cleveland at forty dollars a barrel, and hauling it to Elyria at the rate of three miles per day, cutting a road through the woods a large portion of the way. In 1807, one family was compelled to subsist for three days upon boiled beech leaves, while the father was away after food. "On the fourth day," relates one of the sons, "my brother, twelve years of age, came hurrying in and cried, 'Give me the gun! I believe I can shoot a deer!' From its high place on the wall, mother handed it to the eager boy. She bade us hush and listen. Soon came the report, and the boy's shout of joy told us of his success. Then mother and children ran out to see. There was the quivering, prostrate form of the deer." At one time, the few families living in Harpersfield were so reduced that but six kernels of parched corn were allowed daily to each person, and life was only saved through the heroic efforts of two young men, who tramped through deep snow and over frozen rivers, to Elk Creek, Pennsylvania, where they obtained two sacks of corn, which they carried home on their backs, making several like journeys during the winter. The grain grown was at the expense of much trouble and care. The spot of woods once chosen for a cornfield, the large trees would be girdled and left standing, while the smaller ones were cut down and burned. Holes were then made in the ground by means of a hoe or pickaxe, and into each of these a few kernels of corn were dropped; no cultivating or hoeing followed, except to cut down the largest weeds. Where buckwheat was sown, the boys of the family, in many cases, were compelled to watch it all day long, to keep the wild turkeys from destroying it.

The next gradation in the scale of necessity was that of clothing. The Eastern cotton and woolen fabrics were too expensive, and beyond the reach of the pioneers, who had little money, and practically no market for their produce. Home ingenuity was called into play, and flax and buckskin were the bases upon which it built. Flax was



early introduced, and the loom set up. Sometimes the fiber of the nettle was gathered, and on being spun could be woven into garments that might be worn with comfort until after they had been washed, when they would rasp any portion of the body with which they came in contact. To remedy this annoyance, the boys would often roll their clothing into a ball, when unseen, and laying it upon a stump, pound it back to the desired softness. "A buckskin suit over a flax shirt, was considered full dress," declares one of the pioneer authorities. When the coat of hide became hard and stubborn from long usage, it was washed, scraped and pounded to the requisite pliability. A small patch of land would be planted with flax, and at the proper time the crop would be pulled, dried, bleached and hackled. It was then beaten into shape for the spinning wheel. Raw cotton was imported and exchanged for flax or wool. This had to be hand-picked and carded, and then, like the flax, given to the women of the household for spinning. Many of the settlers had a few sheep, whose wool was treated in a manner similar to the cotton. Summer clothing was made of cotton mixed with flax, while in winter wool was used in the filling. Leather was expensive and difficult to obtain; therefore the men went barefoot when they could, while the women carried their shoes to church, sitting down on a log near the meeting-house to slip them on.

With all these hardships, and the lack of so much that in these later days are regarded as essentials, there never was a people, even in the most polished age the world has witnessed, whose hearthstone so well illustrated the right meaning of hospitality. Wherever the wanderer through the forest found a cabin, there he found a home. When white man met white man, each hailed the other as friend, and made good his profession in his deeds. The latch-string on the heavy wooden door was out in literal truth, and he who touched it and came in was welcome to all the humble cabin could command. Settlements a score of miles apart drew close to each other in a union of fra-

ternity. And the story of mother or babe sacrificed to the brutal wrath of the red foe, would cause a hundred resolute men to spring forth with sturdy purpose to follow to the death, and die themselves if necessary, in defence of their homes and loved ones. The forests, yet standing, could whisper the names of brave men, in homespun and buckskin, who beneath their branches gave up life as grandly as did their fathers on the fields of the Revolution, and many dark legends are yet told us by men and women who received them from the lips of those who had part therein, or on whom a portion of their shadow fell.

There was a moral force behind these New Englanders who came into the wilderness to subdue it, and make it the habitation of civilized man. "The civilization of the Western Reserve," says Harvey Rice,<sup>63</sup> "though comparatively of modern origin, is characterized by peculiarities that have been inherited from a renowned ancestry. It is a civilization scarcely less peculiar in its elements than it is progressive in its instincts. It aims high, and has already achieved high aims. It began its career a little less than a century ago by conquering the rude forces of nature, and securing for itself a land of beauty, of wealth and of social refinement. The spirit of enterprise that transformed within so brief a period an unbroken wilderness into a land of refined civilization, must have been not only invincible, but a spirit that has rarely, if ever, been excelled in the annals of human advancement. This can only be accounted for on the basis of inherited traits of character. The civilized life of the Western Reserve has Puritanic blood in its veins, or, in other words, has a New England parentage. One age not only modifies another, but differs from another in its thought and in its aspirations as one star differs from another in its brilliancy and in its magnitude."

The Hon. Henry C. White touches even a little more closely upon this thought of the Western Puritan: "The

<sup>63</sup> "Footprints of Puritanism," by Harvey Rice, Magazine of Western History, Vol. II., p. 38.

Connecticut Western Reserve is the last home of colonized Puritanism. In individuals and families it has been carried into the Mississippi Valley, and beyond it, up the slopes of the Rockies, and down the western slopes, but in no other locality of the West does its organizing quality appear, in no other place has its social flavor so permeated, as here upon this Western Reserve. It was actually colonized here. The settlement of North-Eastern Ohio at the beginning of this century was unprecedented. It was not the straggling immigration of a few families; it was the veritable exodus of a colony. The grand elements of Puritan civilization are Land, Law, Liberty. These fundamental interests, as they found lodgment in the settlement, and development in the growth of the Western Reserve, are worthy of our consideration. . . . The little company which landed at the mouth of the Cuyahoga on the afternoon of July 22nd, 1796, was a band of New England surveyors. They brought with them from the far-off Saxon forests, through a long line of Puritan colonists, the idea of the 'arable mark,' and the 'village community.' ''<sup>64</sup>

Hon. F. J. Dickman<sup>65</sup>: "It is not our office, in the light of historic truth, to exalt to the stature of heroes all who carried the compass or chain, or plied the settler's axe in the forests of New Connecticut. But during the first sixteen or seventeen years following the 22nd of July, 1796, when the surveying party entered the mouth of the Cuyahoga from the lake, there came to the Western Reserve, and settled within the present limits of our county, a class of men whose characteristics we may well admire and commemorate. They did not leave their homes because they were there the victims of intolerance, and could not there follow the dictates of a tender and enlightened conscience. They came here to improve their

<sup>64</sup> "The Western Puritan," by Henry C. White, *Magazine of Western History*, Vol. II., p. 619.

<sup>65</sup> "Life and Character of Deceased Pioneers," by F. J. Dickman, "Annals of the Early Settlers' Association," No. 1, p. 26.



material condition—to better their worldly fortunes. Like the rest of us, they had an eye to the main chance in life; but they richly earned and paid a hundred-fold, for all they received.”

James A. Garfield<sup>66</sup>: “The pioneers who first broke ground here accomplished a work unlike that which will fall to the lot of any succeeding generation. The hardships they endured, the obstacles they encountered, the life they led, the peculiar qualities they needed in their undertakings, and the traits of character developed by their work, stand alone in our history. . . . The materials for a history of this Reserve are rich and abundant. Its pioneers were not ignorant and thoughtless adventurers, but men of established character, whose opinions on civil and religious liberty had grown with their growth, and become the settled convictions of their maturer years. . . . These pioneers knew well that the three great forces which constitute the strength and glory of a free government, are the Family, the School and the Church. These three they planted here, and they nourished and cherished them with an energy and devotion scarcely equaled in any other quarter of the world. On this height were planted in the wilderness the symbols of this trinity of powers; and here let us hope may be maintained forever the ancient faith of our fathers in the sanctity of the Home, the intelligence of the School, and the faithfulness of the Church.”

In lighter vein, but with the same elements of philosophic truth as their foundation, are these reflections of Hon. Robert F. Paine,<sup>67</sup> with which this series of quotations from men competent to speak may well be closed: “I suppose that God had such confidence in the self-re-

<sup>66</sup> Address delivered by Hon. James A. Garfield before the Historical Society of Geauga County, at Burton, Ohio, on Sept. 16th, 1873, on the “Discovery and Ownership of the Northwestern Territory, and Settlement of the Western Reserve.” Western Reserve Historical Society, Tract No. 20, p. 11.

<sup>67</sup> Annual Address, by Hon. R. F. Paine, “Annals of the Early Settlers’ Association,” No. 4, p. 18.



liant power of our Western Reserve emigrants that he saw no necessity of giving them title to their land, or furnishing them quail or manna to eat while they were preparing it for crops. But the emigrants were adequate to the occasion. They generally, by the exchange of their property in New England, secured evidence of title to a small portion of the wilderness on the Reserve; by marshaling the balance of their assets they generally possessed themselves of a span of horses, or yoke of oxen and wagon, loaded in the wife and children, and such household goods as room could be found for in the wagon, and thus equipped the devoted husband and wife bade farewell to all the associations, and scenes of childhood and youth. They had but little more idea of what awaited them than Paul had when he went bound to Jerusalem. Sometimes a New England young man had concluded the delightful business of courting a wife, and found himself without well-settled plans for the future, and but little to support a wife and rear a family; consultation with her he loved would result in an agreement to postpone the marriage, and that the lover should go to New Connecticut, and if he thought best, secure a piece of land, and if possible clear off a patch and sow it to wheat, and returning, make title to his wife, and with her visit his little farm on the Reserve, and enter upon the real substantial business of life. The early settlers, men and women, were honest, industrious and generous to a fault. The men felled and cleared off the towering and thickly-studded forest. The women came up fully to Solomon's description of a good wife, 'She layeth her hands to the spindle, and her hands hold the distaff,' and none went hungry from her door, if there was anything within to eat."

With thus an adequate understanding of the methods of life in pioneer days, and of the character of those who laid the foundations of Ohio, we can once more take up the thread of direct narration, with the beginning of the new century.

There were, in the opening of 1800, perhaps, some

twenty people residing in that portion of the Reserve, marked out as the city of Cleveland, including the families of Carter and Spafford, while some sixty or seventy made up the population of the immediate neighborhood. Affairs were not progressing, in a material sense with that successful push which the managers of the Connecticut Land Company had probably looked for. A visit was made in midsummer by Turhand Kirtland,<sup>68</sup> who seems to have come with authority, and who expresses his views upon the situation in a letter to the east. He addresses General Cleaveland at Canterbury, Connecticut, from "Cleveland, Ohio," under date of July 17th, 1800, and says:

"On my arrival at this place, I found Major Spafford, Mr. Lorenzo Carter, and Mr. David Clark, who are the only inhabitants residing in the city, have been anxiously waiting with expectations of purchasing a number of lots, but when I produced my instructions, they were greatly disappointed, both as to price and terms. They assured me, that they had encouragement last year, from Col. Thomas Sheldon, that they would have lands at ten dollars per acre, and from Major Austin at twelve dollars at most; which they think would be a generous price, for such a quantity as they wish to purchase. You will please excuse me from giving my opinion, but it really seems to me a good policy to sell the city lots at a less price than twenty-five dollars (two acres), or I shall never expect to see it settled.

"Mr. Carter was an early adventurer, has been of essential advantage to the inhabitants here, in helping them to provisions in times of danger and scarcity, has never experienced any gratuity from the company, but complains of being hardly dealt by, in sundry instances. He has money to pay for about thirty acres, which he expected to have taken, if the price had met his expectation: but

<sup>68</sup> Statement made by Dr. J. P. Kirtland, Aug. 29th, 1874: "Turhand Kirtland, my father, annually visited New Connecticut in the years 1798, 1799, and 1800. He, at that time, was agent of the Connecticut Land Company."—"Historical Collections of the Mahoning Valley," published by the Mahoning Valley Historical Society, Youngstown, Ohio, 1876, p. 10.

he now declares that he will leave the purchase, and never own an acre in New Connecticut. Major Spafford has stated his wishes to the company, in his letter of January last, and I am not authorized to add anything. He says he has no idea of giving the present price, for sixteen or eighteen lots. He contemplated building a house, and making large improvements this season, which he thinks would indemnify the company fully, in case he should fail to fulfill his contract; and he is determined to remove to some other part of the purchase immediately, unless he can obtain better terms than I am authorized to give. Mr. Clark is to be included in the same contract, with Major Spafford, but his circumstances will not admit of his making any advances. I have requested the settlers not to leave the place, until I can obtain further information from the board, and request you to consult General Champion,<sup>69</sup> to whom I have written, and favor me with despatches by first mail. . . . Mr. Edwards has gone to see the governor. Crops extraordinary good, and settlers healthy and in good spirits. They are increasing as fast as can be expected, but the universal scarcity of cash, in this back part of the country, renders it extremely difficult to sell for money, and the vast quantity of land in market will prevent a speedy sale of our lands. The people have been encouraged that the Company would have a store erected, and receive provisions in payment for lands, for money is not to be had. Mr. Tillitson, from Lyme, wants two one-hundred acre lots, and would pay for one in hand if horses, cattle or provisions would answer, or would take them on credit, if he could have sufficient time to turn his property, but has no cash to advance.

“ I have given a sketch of these circumstances, in order that you may understand my embarrassments, and expect you will give me particular directions how to proceed, and also, whether I shall make new contracts with the

<sup>69</sup> The name of Henry Champion is found in the list of directors of the Connecticut Land Company.



settlers, whose old ones are forfeited. They seem unwilling to rely on the generosity of the Company, and want new writings. . . . I have the pleasure of your brother's company at this time. He held his first talk with the Smooth Nation, at Mr. Carter's this morning. Appearances are very promising. I flatter myself he will do no discredit to his elder brother, in his negotiations with the aborigines."<sup>70</sup>

Glancing ahead of the date under consideration, we find that the sale of the six reserved townships, and also that of the city lots of Cleveland, fell short of the company's expectations. City lots which had been held for fifty dollars with down payment were now offered for twenty-five dollars, with time given. The treasury was replenished by assessments upon the stockholders, instead of from proceeds of sales. "By individual exertion," says Col. Whittlesey, "the private owners under the previous drafts, had disposed of limited amounts of lands, on terms which did not create very brilliant expectations of the speculation. In truth, the most fortunate of the adventurers realized a very meagre profit, and more of them were losers than gainers. Those who were able to make their payments and keep the property for their children, made a fair and safe investment. It was not until the next generation came to maturity, that lands on the Reserve began to command good prices. Taxes, trouble and interest, had been long accumulating. Such of the proprietors as became settlers secured an excellent home at a cheap rate, and left as a legacy to their heirs a cheerful future."

It was thought best that all the property should be in private hands, and on the 8th of December, 1802, another draft was made of the six townships which had been divided into ninety parcels, which included all of the lands east of the Cuyahoga, with the exception of a few Cleveland city lots. The following is a list of the original owners of lots in Cleveland by draft, or first purchase: Samuel

<sup>70</sup> Whittlesey's "Early History of Cleveland," p. 376.



Huntington, Caleb Atwater, Lorenzo Carter, Ephraim Root, Elijah Boardman and others; Ezekiel Hawley, David Clark, Joseph Howland, Charles Dutton, James Kingsbury, Samuel W. Phelps, Joseph Perkins and others; Austin & Huntington, Wyles and others; Judson Canfield and others; Samuel P. Lord, Jr., William Shaw, Samuel Parkman, John Bolls and others; Asher Miller, Ephraim Stow and others; Martin Sheldon and others; Amos Spafford, Oliver Phelps, Richard W. Hart and others.

The few settlers, who had made their home in Cleveland previous to 1800, had troubled themselves but little with questions of legal jurisdiction or the form of local government nominally extending over them. They were far more interested in building their cabins and clearing their lands for corn or wheat. The proceedings of the first judicial body of the Northwest Territory, at Marietta, on the Ohio, in the fall of 1788,<sup>71</sup> therefore attracted little attention in this corner of that great expanse of wilderness. A more direct personal interest was of course felt in the first Court of Quarter Sessions of Trumbull County, to which Cleveland belonged, and which was held at Warren, on August 25th, 1800. The court was organized in this manner: Under the territorial law the governor was authorized to designate officers for any new

<sup>71</sup> The first Court of General Quarter Sessions held in the "Territory Northwest of the River Ohio," was opened at Marietta, in "Campus Martius," September 9, 1788. The commissions appointing the judges were read. Judges Putnam and Tupper, of the Common Pleas Court, were on the bench, and with Esquires Isaac Pearce, Thomas Lord, and Return Jonathan Meigs, Jr. (three county justices of the peace or territorial magistrates), constituted the quorum of our first Court of Quarter Sessions, held a hundred years ago in the Northwest Territory. The first act of the court was to proceed to empanel a grand jury, which was accordingly done, the following named gentlemen constituting that body, namely: William Stacey (foreman), Nathaniel Cushing, Nathan Goodale, Charles Knowles, Anselm Tupper, Jonathan Stone, Oliver Rice, Ezra Lunt, John Matthews, George Ingersoll, Jonathan Devol, Jethro Putnam, Samuel Stebbins and Jabez True. And this was the first grand jury to exercise its important functions in the "Territory Northwest of the River Ohio."



1

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5

# CLEVELAND IN 1800.

1. Old River Bed and Mound.
2. Mouth of the Cuyahoga.
3. Lorenzo Carter's First Cabin.
4. Surveyor's Log Store-House.
5. Surveyor's Cabin, or *Pease's Hotel*.





county which he might choose to erect. The justices of the peace constituted the general court of the county, five of their number being designated justices of the quorum, and the others associates. They met quarterly; were known as the Court of the Quarter Sessions, and in their hands was lodged the entire civil jurisdiction of the county—local, legislative and judicial.

The first session for Trumbull County opened on Warren Common, at four in the afternoon, under a bower of trees, between two large corn-cribs. It continued five days, and the labors it accomplished can be best shown in the following synopsis of the record,<sup>72</sup> preserved in the handwriting of Judge Pease:

“ Court of General Quarter-Sessions of the Peace, begun and holden at Warren, within and for said county of Trumbull, on the fourth Monday of August, in the year of our Lord eighteen hundred, and of the independence of the United States, the twenty-fifth. Present, John Young, Turhand Kirtland, Camden Cleaveland, James Kingsbury, and Eliphalet Austin, Esquires, justices of the quorum, and others, their associates, justices of the peace, holding said court. The following persons were returned, and appeared on the grand jury, and were empaneled and sworn, namely: Simon Perkins (foreman), Benjamin Stowe, Samuel Menough, Hawley Tanner, Charles Daly, Ebenezer King, William Cecil, John Hart Adgate, Henry Lane, Jonathan Church, Jeremiah Wilcox, John Partridge Bissell, Isaac Palmer, George Phelps, Samuel Quimby, and Moses Park. The court appointed George Tod, Esq., to prosecute the pleas of the United States for the present session, who took the oath of office. The court ordered that the private seal of the clerk shall be considered the seal of the county, and be affixed and recognized as such till a public seal shall be procured. The court appointed Amos Spafford, Esq., David Hudson, Esq., Simon Perkins, Esq., John Minor,

<sup>72</sup> “ History of Trumbull and Mahoning Counties,” Cleveland, 1882, Vol. I., p. 66.



Esq., Aaron Wheeler, Esq., Edward Paine, Esq., and Benjamin Davidson, Esq., a committee to divide the county of Trumbull into townships, to describe the limits, and boundaries of each township, and to make report to the court thereof."

Acting in accordance with these instructions, the committee divided the county into eight townships,<sup>73</sup> of which Cleveland was one, and the report was accepted and confirmed. Constables for the various townships were also appointed, Lorenzo Carter and Stephen Gilbert being designated to serve for Cleveland; and after a variety of orders had been given upon minor matters by the court, it adjourned—and local civil government in north-eastern Ohio was started.

It will be noted that Gilbert and Carter were not the only representatives of the village by the Cuyahoga, in these important judicial proceedings between two corn-cribs on Warren Common. Amos Spafford was a justice, but not of the quorum. Our pioneer friend, James Kingsbury, occupied a seat of honor on the bench, due to an appointment at the hands of the territorial governor. At a subsequent period he held other offices of trust, being a justice of the peace, and collector of taxes, under the district system; and, being elected a member of the Legislature after Ohio had become a State, so well served his constituents that he was chosen for a second term. He died at his residence in Newburg, on December 12th, 1847.<sup>74</sup>

<sup>73</sup> These eight townships were: Cleveland, Warren, Youngstown, Hudson, Vernon, Richfield, Middlefield, and Painesville. There were embraced within Cleveland township, Chester, Russell and Bainbridge, later of Geauga County; all of the present county of Cuyahoga east of the river, and all of the Indian country from the Cuyahoga to the west line of the Reserve.

<sup>74</sup> The "Cleveland Plain Dealer," December 15th, 1847, says: "Of the Judge it may be said with propriety, that he was the patriarch of the land—among the last of the brave pioneers on the lake shore. He possessed a noble heart—a heart that overflowed with kindness like the gush of a fountain. His generousities were never stinted in a good cause, nor his charities bestowed ostentatiously to be blazoned abroad among men. He regarded all mankind as his brethren and kinsmen, belonging to the same common household."

From the above action upon the part of the territorial authorities it will be understood, of course, that Connecticut and the United States had come to an understanding as to their rights of jurisdiction over the Reserve, and that the proposed state of New Connecticut was already counted among the things gone by. The National Government had simply withdrawn its claim to the soil, leaving the sales from Connecticut to the Connecticut Land Company and others good in law, while the New England State had in turn given up its claim to political sovereignty. It was by right of this agreement, therefore, that Governor St. Clair had ordered the creation and organization of Trumbull County, as above recorded. On September 22nd, of the same year, he issued a proclamation for elections under the territorial system, commanding the sheriff: "That on the second Tuesday of October, he cause an election to be held for the purpose of electing one person to represent the county in the Territorial Legislature."

This election was, of course, held in the county seat, at Warren, and was conducted after the English method: The sheriff of the county assembling the electors by proclamation, presiding, and receiving the votes of the electors by word of mouth. On this occasion there were but forty-two votes cast, and as General Edward Paine received thirty-eight of these, he was declared elected, and took his seat in 1801.

It was in the fall of 1800 that David Bryant came to Cleveland, with the purpose of making it his permanent home. In those days, prior to the passage of internal revenue laws, and the spread of a general temperance sentiment, a still was thought by many to be almost as necessary as a grist-mill or loom, and when the new arrival came, accompanied by a still which had seen service in Virginia, he was accorded a double welcome. He built a still-house "under the sand-bank," as his son Gilman tells us in the statement already quoted, "about twenty rods above L. Carter's, and fifteen feet from the

river. The house was made of hewed logs, twenty by twenty-six. one and a half stories high. We took the water in a trough, out of some small springs, which came out of the bank, into the second story of the house, and made the whisky out of wheat."

Mr. Bryant not only in this way opened a market for the disposal of superfluous grain, but became a producer as well. "My father purchased ten acres of land," continues the son, "about one-fourth of a mile from the town plat, on the bank of the river, east of the town. In the winter of 1800 and the spring of 1801, I helped my father to clear five acres on said lot, which was planted with corn in the spring. Said ten acres were sold by my father in the spring of 1802, at the rate of two dollars and fifty cents per acre."

In closing this chapter, and the year 1800 together, it seems well worth the space occupied to enumerate the settlers who had become permanently or for a time a part of Cleveland up to that time:

1796. Job P. Stiles and wife; Edward Paine.

1797. Lorenzo Carter and wife, and their children, Alonzo, Henry, Laura, Mercy and Betsy; Miss Chloe Inches; James Kingsbury and wife, and their children, Amos S., Almon and Abigail; Ezekiel Hawly and wife, and one child; Elijah Gun and wife, and one child; Pierre Meloche; Peleg Washburne.

1798. Nathaniel Doan and wife, Job, and three daughters, afterward Mrs. R. H. Blin, Mrs. Eddy, and Mrs. Baldwin; Samuel Dodge, Rodolphus Edwards, Nathan Chapman, Stephen Gilbert, Joseph Landon.

1799. Richard H. Blin, William Wheeler Williams, Mr. Gallup, Major Wyatt.

1800. Amos Spafford, wife and family; Alexander Campbell; David Clark and wife, and their children, Mason, Martin, James, Margaret and Lucy; David Bryant, Gilman Bryant; Samuel Jones.



## CHAPTER V.

### LAW, GOSPEL, AND EDUCATION.

The law and the gospel in their visible forms reached Cleveland at about the same time, in the persons of Samuel Huntington, and the Rev. Joseph Badger. The first named was the earliest lawyer to settle in this city; the latter was the first missionary of importance to follow a line of labor upon the Reserve. We have noted the presence of the Rev. Seth Hart, who came as superintendent of the surveying party of 1797, but beyond his ministrations at the funeral of the drowned David Eldridge, and at Cleveland's first wedding, there is little to show that he exercised his clerical offices while here.

Samuel Huntington was a *protégé* and adopted heir of his uncle and namesake, Governor Huntington, of Connecticut. He was a man of education, had traveled in Europe, was married and near thirty-five years of age. He made a tour of portions of the Ohio Country before becoming a resident, and was doubtless so pleased with the promise of the future that he determined to return. Leaving his home in Norwich, Connecticut, he reached Youngstown in July, 1800, and made a tour of the chief settlements of the Reserve on horseback. He kept a daily record of his movements, and the following brief extract therefrom will show how Cleveland appeared to his eyes in the early days of October: "Left David Abbott's mill (Wil-



GOVERNOR SAMUEL HUNTINGTON.



loughby) and came to Cleveland. Stayed at Carter's at night. Explored the city and town; land high and flat, covered with white oak. On the west side of the river is a long, deep stagnant pond of water, which produces fever and ague, among those who settle near the river. There are only three families near the point, and they have the fever.

"Sailed out of the Cuyahoga, along the coast, to explore the land west of the river. Channel at the mouth about five feet deep. On the west side is a prairie, where one hundred tons of hay might be cut each year. A little way back is a ridge, from which the land descends to the lake, affording a prospect indescribably beautiful. In the afternoon went to Williams's grist and saw-mill (Newburg), which are nearly completed."

Mr. Huntington went south as far as Marietta, on the Ohio, where he made the acquaintance of Governor St. Clair and other gentlemen connected with the territorial government. He returned to Connecticut in the fall, and in accordance with a resolution already formed, removed with his family to Youngstown, early in the summer of 1801. He soon after concluded to make Cleveland his home, and arranged with Amos Spafford for the construction of a house of some pretensions, near the bluff south of Superior street, in rear of the site of the American House. He was accompanied by his wife, and Miss Margaret Cobb, a companion and governess; and two sons, Julius C. and Colbert. It is needless to say that their arrival was welcomed as a notable addition to the little community.

Although Mr. Huntington was the only lawyer in the vicinity, it is not supposed that he garnered an extensive amount of practice, with the county court no nearer than Warren, and very few litigants; with not many questions to quarrel over. He was able to make himself useful in various ways, and we find him occasionally mentioned in the early records of the township. Thus, in 1802, he was elected one of the supervisors of highways—certainly not

an exalted position, but one with many opportunities for usefulness in a new country; in 1807, he was a member of the board of commissioners in charge of that famous lottery (that never came off) for the improvement of the Cuyahoga and Muskingum rivers; while we learn that in 1805 he "abandoned his hewed log house, the most aristocratic residence in Cleveland city, and removed to the mill he had purchased at the falls of Mill Creek"—driven away, probably, by the same malarial causes that had sent so many earlier settlers out to the hills.

A wider field of usefulness was opened before him. Soon after his settlement in Cleveland, the governor appointed him lieutenant colonel of the Trumbull County militia, and in 1802 one of the justices of the quorum, and priority was conceded to him on the bench of Quarter Sessions. He was also, in the same year, elected to the convention to form a State Constitution; was chosen Senator from the county of Trumbull, and on the meeting of the Legislature at Chillicothe was made president of that body. In 1803, he was appointed a judge of the Supreme Court of Ohio, his commission, it is said, being the first issued under the authority of the State of Ohio. In 1807, he was elected governor of the State, succeeding Governor Tiffin, who became a Senator of the United States. On the conclusion of his term, Governor Huntington retired to his farm near Painesville, where he remained until his death, in 1817.

It was a characteristic feature of this transplanted New England life and thought that in the pursuit of material things the church and school-house were not forgotten. As a general thing, as soon as the things absolutely essential to physical life were provided, steps were taken for the support of the gospel and the instruction of the young. The missionary was followed by the itinerant minister, and he in turn by the settled pastor, as soon as the strength of the community would permit. The stipend of the latter was of an uncertain quantity and a very indefinite quality, as it came of the commodities of the

day and region, with a very small percentage of cash. In one ancient subscription list, where the people of five townships banded together for the support of a minister, we find the following pledge:

"We do by these presents bind ourselves, our heirs, executors, and administrators firmly, to pay the sums annexed to each of our names, without fraud or delay, for the term of three years, to the Rev. Giles Cowles, the pay to be made in wheat, rye, corn, oats, potatoes, mess-pork, whisky, etc., the produce of farms, as shall be needed by the said Mr. Cowles and family, together with chopping, logging, fencing, etc. We agree, likewise, should any contribute anything within said term of three years toward the support of the said Mr. Cowles, it shall be deducted according to the sum annexed to each man's name. We likewise agree that the preaching in each town shall be in proportion to what each town subscribes for said preaching."

One of the first sermons heard on the Reserve, after its



REV. JOSEPH BADGER.

settlement, if not the first, was delivered by the Rev. William Wick, of Washington County, Pennsylvania, who held services at Youngstown, on September 1st, 1799. The Rev. Joseph Badger was, however, the most prominent of the Protestant missionaries sent into this wilderness, and his services were such as to entitle him to more than a passing

mention. He was a native of Massachusetts, where he was born in 1757; enlisted at eighteen in the Revolutionary Army, where he gave a valiant service for three years; entered college in 1781 and graduated in 1785; studied for the ministry, and was licensed to preach in



1786. He occupied a pulpit in Massachusetts for a short period, when he resigned, and accepted a call to go, as a missionary, to the Western Reserve, under the auspices of the Connecticut Missionary Society.

On the 15th of November, 1800, he mounted his horse, and set out for his far-away field of labor. He passed through Pennsylvania, crossed the Allegheny Mountains in a snow-storm, and reached Pittsburg on December 14th. After a couple of days of rest, he again pushed on through the woods, and late on a Saturday night reached Youngstown. His first sermon on the Reserve was preached on the Sabbath following to almost the entire population finding shelter in the half-dozen log-cabins of which the town was composed. He soon pushed on to other settlements, visiting Vienna, Hartford, Vernon, Cleveland, and elsewhere in turn. "In this way," says his biographer,<sup>75</sup> "Rev. Mr. Badger visited, in the course of the year 1801, every settlement and nearly every family throughout the Western Reserve. In doing this, he often rode from five to twenty-five or thirty miles a day, carrying with him in saddle-bags a scanty supply of clothing and eatables, and often traversing pathless woodlands, amid storms and tempests, swimming unbridged rivers, and suffering from cold and hunger, and at the same time, here and there, visiting lone families, giving them and their children religious instruction and wholesome advice, and preaching at points wherever a few could be gathered together, sometimes in a log-cabin or in a barn, and sometimes in the open field or in a woodland, beneath the shadows of the trees. At about this time he preached the first sermon ever heard in Cleveland."

He was a visitor at this city on the 18th of August, 1801, and lodged at Lorenzo Carter's. On the 6th of September he enters this record: "We swam our horses across the Cuyahoga by means of a canoe, and took an Indian path up the lake; came to Rocky River,

<sup>75</sup> "Joseph Badger," by Harvey Rice, "Sketches of Western Life," p. 59.



the banks of which were very high, on the west side almost perpendicular. While cutting the brush to open a way for our horses, we were saluted by the song of a large yellow rattlesnake, which we removed out of our way." In the year following, 1802, he again visited Cleveland, and did not receive a favorable impression concerning the religious desires of its people. He says: "Mr. Burke's family in Euclid, had been in this lone situation for over three years. The woman had been obliged to spin and weave cattle's hair to make covering for her children's bed. From thence I went to Cleveland, visited the only two families, and went on to Newburg, where I preached on the Sabbath. There were five families here, but no apparent piety. They seemed to glory in their infidelity."

In the fall of 1801, Mr. Badger visited Detroit on horseback, laboring by the way with both white and red as they came across his path. It is not a specially engaging view of the moral condition of the day, when we read his statement that he found no one in all the region whom he could regard as a Christian, "except a black man who appeared pious." On his return he paid a visit to Hudson—a little later the seat of learning of north-eastern Ohio—where he found material from which to organize a church, the membership of which consisted of ten men and six women. To Hudson, therefore, belongs the credit of the first church organization on the Reserve.

In October, he returned to New England, where he made arrangements to return to the west with his family, on a salary of seven dollars per week. On February 23rd, 1802, he loaded his household effects and family into a wagon drawn by four horses, and started upon his long journey, covering the six hundred miles in sixty days. He decided to make his home in Austinburg, where he purchased a small lot of land and put up a log-cabin. He soon resumed his labors in the field, traveling from point to point as before. A little later a revival season of considerable power was commenced as the result of his min-

istrations. He organized many churches and schools and continued still in the field, although his eastern sponsors reduced his pay to six dollars per week. In 1809, he returned to Connecticut, made a final settlement with the missionary society, and worked no longer under its direction. He came back to the Reserve, and labored as a missionary among the Indians between the Cuyahoga and Detroit. He took an active interest in the War of 1812, and at the command of General Harrison filled the position of chaplain. He afterwards settled as the pastor of a church at Austinburg; held various charges in other locations, and died at Perrysburg in 1846, at the advanced age of eighty-nine years.

"In personal appearance," to again quote from his biographer, "Rev. Joseph Badger was tall, slim, erect, had blue eyes, brown hair, and a pleasing expression of face. In temperament and action, he was quick and somewhat impulsive, yet he was considerate and slow of utterance, rarely, if ever, uttering an imprudent word. In his social intercourse, he was sedate or facetious, as the occasion seemed to require. He enjoyed hearing and telling amusing anecdotes. In his style of preaching, he was apostolic, plain, simple and logical. In creed he was an orthodox Presbyterian. He had but one grand aim in life, and that was to do what he could to advance the moral and spiritual welfare of mankind. In a word, Rev. Joseph Badger, though dead, still lives and will ever live in memory as the early western missionary whose philanthropic and life-long labors were prompted by the spirit of a true Christian manhood."<sup>76</sup>

The arrival of Samuel Huntington and Mr. Badger near the same period, and their connection in the beginning

<sup>76</sup> A brief mention of other early missionaries is permissible here. Nathan B. Darrow lived in Vienna, Trumbull County, where he supplied a church for a portion of the time, and performed missionary labor for the remainder. Another was Jonathan Leslie, whose home was in Harpersfield. Joshua Beer made his home in Springfield, now Summit County, was of Scotch-Irish descent, and "preached very acceptably." Thomas Barr lived in Euclid, Cuyahoga County, and was "one of the most ardent

of this chapter as Cleveland's first bodily exponents of the law and the gospel, recall a reputed experience of each, in illustration of the fact that life and travel in the early days were not without bodily danger. It is told of Mr. Huntington that, while a resident of Cleveland, he came near being devoured by wolves, as he rode in from Painesville, on the Euclid road. He was on horseback, alone, in the dark, and floundering through the swamp near the present corner of Willson and Euclid avenues. A pack of hungry wolves fell upon his trail, and made a combined attack upon horse and man. The former, in desperate fright, made the best possible use of his heels, while the latter laid about him with the only weapon at command—an umbrella. Between speed and defense, both were saved, and brought up in safety at the log-house down near Superior street.

The experience of Mr. Badger was of a similar character. He was urging his faithful horse through the woods of the Grand River bottoms, while the rain was pouring down in torrents, and a place of shelter was one of the uncertain possibilities of the future. There came to him after a time the knowledge that some wild animal was on his trail, and raising his voice, he sent up a shout that would have frightened many of the smaller denizens of the forest. But it had no such effect on the big bear that was on his trail. On the contrary, the brute was aroused to immediate action, and made a rush for the missionary, with hair on end and eyes of fire. The only weapon Mr. Badger had about him, if such it might be called, was a large horseshoe, which he threw at the bear's nose, and missed. Then he rode under a beech tree, tied his horse

and energetic men to be found." Giles H. Cowles, of Austinburg, was "a man of good sense and fine education; a fine example of a Connecticut pastor." John Seward preached in Aurora, and filled in his spare time in missionary labor. William Handford, Harvey Coe, Caleb Pitkin, Joseph Treat, Mr. Bacon and Joseph Merriam must be added to this honorable list.—See paper on "Pioneer Clergymen," by Samuel Bissell, "Annals of Early Settlers' Association," No. 4, p. 42. Mention should also be made of Rev. Thomas Robbins, whose labors are described elsewhere.



to a branch, deserted the saddle with celerity, and climbed upward. He kept on for a long distance, found a convenient seat, tied himself to the tree with a large bandanna, and awaited results. The bear was meanwhile nosing about the horse, as though preparing for an attack. The wind came up, the thunder rolled, and the rain fell in torrents. The occasional flashes of lightning showed that the horse was still safe, with the bear on guard. And there the poor missionary clung all night, cold, wet through, tired and sleepy; and there the bear waited for him to come down. But at daybreak he made for his lair, while Mr. Badger worked his way down as well as he could, and rode for the nearest settlement.

As a matter of historic good faith, it must be admitted that Mr. Badger and others who made note of ungodliness, and more or less of actual evil, on the Reserve, in these early days, were fully justified in all they said. In Cleveland, for instance, they managed to exist until 1816 without a church organization, and possessed no church building until 1829, while constables, and courts, and the machinery for the conduct of civil affairs, made their appearance at a much earlier day. It has become a popular impression that the pioneers of not only the Western Reserve, but of all western sections where New England elements predominated, were pious and God-fearing men, who had little need of courts or the officers of the law. This impression is too often strengthened by those who talk of "the good old times" in a strain that would indicate that all of the early times were good, and nothing but good.

On the other hand, it is a fact that the strong arm of the law was needed in early north-eastern Ohio as elsewhere. There was no lack of the hardy virtues of courage, hospitality, comradeship and backwoods chivalry, nor was there an absence of qualities of a less attractive character. This view is well supported by one writer."

" "Rev. Dr. Robbins on the Western Reserve," by B. A. Hinsdale, in "Magazine of Western History," Vol. X., p. 358.

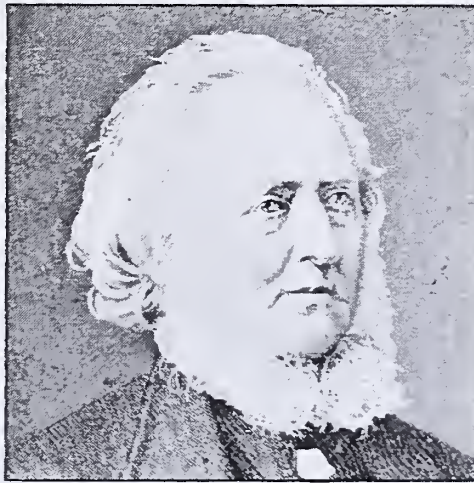
who points out the fact that "the first settlers were not generally godly men, such as founded Plymouth, Massachusetts, and Connecticut, or even Marietta and Granville, Ohio. The men who have created the traditional view of the early history of the Reserve have either been ignorant of the following facts, or they have accorded to them little weight: First, the Reserve was opened to settlement at a time when religion in New England was at a low ebb. Secondly, Old Connecticut did not at first send, as a rule, what she considered her best elements to New Connecticut. At a later day, the character of the emigration improved in respect to religion and morals; but the first emigration was largely made up of men who desired to throw off the heavy trammels of an old and strongly conservative community, where Church and State were closely connected, and where society was dominated by political and religious castes. Still further, the east was at this time swept by an epidemic of land speculation; while the laxative moral influence of a removal from an old and well-ordered society to the woods produced its usual effects."

This view is supported by the comments made by Rev. Dr. Thomas Robbins,<sup>78</sup> a missionary whose labors upon the Reserve were contemporaneous with those of Mr. Badger. He came to Ohio in 1803, reaching Poland in November, where his first sermon was preached. He traveled all over the Reserve, making notes of his impressions by the way, and describing affairs as they presented themselves to his vision. There is little doubt that his observations were made from an unusually high moral standpoint, and that he saw evil where others might have noted only an absence of religious interest. His language is plain and to the point. There was inattention to spiritual matters everywhere. At Canfield the people "appear very stupid," in matters of religion and are not "disposed to attend lectures;

<sup>78</sup> "Diary of Thomas Robbins, D. D., 1796-1854." Edited and annotated by Increase N. Tarbox: two volumes. Boston, 1886.

many people held bad principles in religion, and some were much inclined to infidelity." At Warren they "were careless about religious affairs;" and later he adds the surprising statement that "the greater part of the New England people in the country are pretty loose characters."

In Poland they are "pretty stupid in regard to the excellency and spirit of religion;" in Hudson even "the serious people" were "dull and worldly." In Cleveland he found the people "loose in principles and conduct," and "few of them had heard a sermon or a hymn in eighteen months." According to his rigid views, there are few serious persons in Middlefield; in Mesopotamia they are "much inclined to infidelity;" in Mentor they traded on the Sabbath. It is only fair to assume that in all this Mr. Robbins spoke from an extreme standpoint, and meant simply that all that which was not directly religious needed his condemnation.



JOHN DOAN.

The year 1801 was not eventful, so far as the fortunes of Cleveland were concerned. Elisha Norton opened a store in Carter's house. Mr. Spafford re-surveyed the streets and lanes of the city in November, and "planted fifty-four posts of oak, about one foot square, at the principal corners," for which he charged a half-dollar each, "and fifty cents for grubbing out a tree at the north-east corner of the Square." Local improvements were certainly not progressing at a promising rate. It is a comfort to learn that the health of the people was good.

Among the arrivals was that of Samuel Hamilton and family, who settled in Newburg. Another notable ac-



cession was that of the family of Timothy Doan, a brother of Nathaniel Doan, whose location in Cleveland and subsequent removal to Doan's Corners has already been recorded. Timothy was a resident of Herkimer County, N. Y., but was "seized with the western fever," as we are told by his son, John Doan.<sup>79</sup> The family consisted of father, mother and six children—Nancy, Seth, Timothy, Jr., Mary, Deborah and John, who was then but three years old. They traveled with ox teams, and one pair of horses. The father and one son pushed on ahead from Buffalo, by way of Indian trails, carrying a part of the household goods on the backs of horses and oxen, as there were no roads for wagons. "In 1799, a road had been surveyed from the Pennsylvania line to the Cuyahoga River," to quote from the son's narrative, "but no bridge had been built over the intervening streams. They pushed through to Uncle Nathaniel's house in East Cleveland, and were soon enjoying their first attack of ague."

The mother and the four children left with her at Buffalo, made the trip by water. She was accompanied by an Indian, and several white men who had been engaged to assist her on the journey. They came in a row-boat propelled by oars at times, and again by a tow-line carried on the bank. Besides their furniture and household goods, they carried a box of live geese, which were declared to be "the first domesticated birds of the kind ever brought into Ohio." At the mouth of Grand River the boat was overturned, throwing mother, children, goods and box overboard. By good fortune the water was shallow, and while the red man carried the children ashore, the white men and Mrs. Doan saved the goods. The geese were carried out into the lake, but becoming in some way freed from their prison, swam ashore, and were recaptured.

<sup>79</sup> "Sketch of the Doan Family," by John Doan, "Annals of the Early Settlers' Association," No. 6, p. 51. We sometimes find the name of this pioneer family spelled with a final "e." The author has followed the spelling almost universally used in the records.

At this point, Timothy and Nathaniel met them, and the boat was taken on to Cleveland without further adventure. Mrs. Doan, however, had no further desire for marine traveling, and insisted upon coming overland. "As none of the men could be spared to accompany mother," says the son, John. "Uncle Nathaniel came with her. They came on horseback, having two horses, and bringing three children. Polly and Deborah rode with Uncle Nathaniel on one, and mother riding the other carried me. The first clearing we reached was at Mentor, where there were two or three houses. The next break in the woods was at Willoughby, where 'Squire Abbott, who had arrived in 1798 and built the first mill in this section, lived. For another six miles we saw no houses. Then we passed the log residence of Joseph Burke, one of the earliest settlers on the Reserve, who had a brother living in Newburg. After traveling nine miles further west, without passing or seeing a single house, we arrived at Uncle Nathaniel Doan's log-cabin, in April, 1801. It may be considered by some a rather remarkable fact that in the eighty odd years since my advent into East Cleveland, I have always lived within two and a half miles of the spot where Uncle Nathaniel's house then stood."

Timothy purchased two one hundred and sixty-acre sections of land, for which he paid a little over one dollar an acre. He built a log-house under a hill south of the Euclid road, six miles east of the Public Square, into which they moved in November. "The location," adds the son, "which was in the midst of a large hickory grove, proved very desirable that winter, for we were able to get little but hickory nuts to eat. There was a camp of Indians within forty rods of the house, and my only playmates for several years were Indian papposes. We lived in this log-cabin about six years, father and the older boys clearing away the timber and raising corn and potatoes among the stumps. They did not plow the ground, but dragged it."

It was in this year 1801 that Cleveland celebrated the Fourth of July with the first grand social gathering it had attempted. It was regarded as a success in all essential features, and was held in Major Carter's double log-house, on the hill, near the corner of Union and Superior lanes. It is related in the manuscript collections of Judge Barr that John Wood, Ben Wood and R. H. Blin acted as managers; Major Samuel Jones was chief musician and master of ceremonies; while about a dozen ladies and twenty gentlemen constituted the company. "Notwithstanding the floors were of rough puncheons, and their best beverage was made of maple sugar, hot water and whisky, probably no celebration of American independence was ever more joyous than this."

The arrival of Timothy Doan's family in the preceding spring afforded one young man an opportunity of showing his gallantry, by a ride of six miles and back as escort, and has given us a pleasant little picture of the social life of the day. Gilman Bryant, whose father had cut Newburg's first mill-stones, and set up Cleveland's earliest whisky still, has described his part in this ball, in the statement already quoted: "I waited on Miss Doan, who had just arrived at the Corners, four miles east of town. I was then about seventeen years of age, and Miss Doan about fourteen. I was dressed in the then style—a gingham suit—my hair *quened* with one and a half yards of black ribbon, about as long and as thick as a corncob, with a little tuft at the lower end; and for the want of pomatum, I had a piece of candle rubbed on my hair, and then as much flour sprinkled on, as could stay without falling off. I had a good wool hat, and a pair of brogans that would help to play 'Fisher's Hornpipe,' or 'Hie, Bettie Martin,' when I danced. When I went for Miss Doan I took an old horse; when she was ready I rode up to a stump near the cabin, she mounted the stump, and spread her under petticoat on Old Tib behind me, secured her calico dress to keep it clean, and then mounted on behind me. I had a fine time!"



In 1802, the administration of territorial affairs had so changed that citizens of the townships were permitted to elect their trustees, appraisers, supervisors of highways, fence-viewers, overseers of the poor and constables, by *viva voce* vote, although the choice of their justices of the peace and militia officers was not yet permitted them. It was ordered, in the February preceding, by the Court of Quarter Sessions that the first town meeting for Cleveland should be held at the house of James Kingsbury. The following is the official report of that gathering:

" Agreeably to order of the Court of General Quarter Sessions, the inhabitants of the town of Cleaveland met at the house of James Kingsbury, Esq., the 5th day of April, A. D. 1802, for a town meeting, and chose:

" *Chairman*, Rodolphus Edwards.

" *Town Clerk*, Nathaniel Doan.

" *Trustees*, Amos Spafford, Esq., Timothy Doan, Wm. W. Williams.

" *Appraisers of Houses*, Samuel Hamilton, Elijah Gun.

" *Lister*, Ebenezer Ayrs.

" *Supervisors of Highways*, Sam'l Huntington, Esq., Nath'l Doan, Sam'l Hamilton.

" *Overseers of the Poor*, William W. Williams, Samuel Huntington, Esq.

" *Fence Viewers*, Lorenzo Carter, Nathan Chapman.

" *Constables*, Ezekiel Hawley, Richard Craw.

" A true copy of the proceedings of the inhabitants of Cleaveland at their town meeting, examined per me,

Nathaniel Doan, *Town Clerk*."

At the August sitting of the court that had ordered the above election, Amos Spafford and Lorenzo Carter were each granted a license to keep a tavern, on the payment of four dollars. Carter put up a frame house<sup>80</sup> on the hill, west of Water street and north of Superior lane, which was burned down almost as soon as finished. Amos Spafford also built himself a frame house, near

<sup>80</sup> The date given in Whittlesey's " Early History of Cleveland," p. 10, is 1802. Lorenzo Carter's son, Alonzo, places it in 1803.

the west end of Superior street, on the south side. Amos further proved his enterprise in the year following by the erection of yet another frame house, on the brow of the hill, between Superior and Vineyard lanes, at the end of Superior street. This building is identified to the remembrance of the older settlers by a memorandum in the Barr manuscripts,<sup>81</sup> to the effect that Daniel Worley, postmaster, once occupied it as a residence.

The public instruction of the young was inaugurated in Cleveland in the year now under consideration, by Miss Anna Spafford, who made effective use of the well known "front room" of Major Carter's, where she gathered perhaps a dozen youngsters of the settlement, and taught them the simplest forms of book knowledge.<sup>82</sup> It is really to be regretted that the early chroniclers, who tell us so much about Bryant's distillery, and the hanging of a young Indian, have left such meager details concerning this modest venture. When the history of education in Ohio comes to be fully written, it will be found that out of these little educational gatherings, found here and there in the scattered settlements, was evolved that wonderful force that, in the hands of men like Harvey Rice and his helpers, was made a mighty power in our common school system of a later day.

Education was, even in that day, a matter of almost religious duty with the New Englander, and when the sons of Connecticut and Massachusetts brought their small possessions and large ambitions into the wilderness, they

<sup>81</sup> Col. Whittlesey in his preface to "Early History of Cleveland," says: "The materials for this work have been accumulating many years, but were far from complete, when Judge Barr turned over to me his historical collections without reservation. He has been engaged, with much assiduity, more than a quarter of a century, in reclaiming the personal history of the pioneers; a labor which I trust their descendants will appreciate. The extent of the obligations I am under to him will appear frequently in this volume."

<sup>82</sup> It seems necessary to state that in the Barr manuscripts ("Early History of Cleveland," p. 360), we find this statement, under date of 1800: "A school-house was built this season, near Kingsbury's, on the ridge road, and Miss Sarah Doan, daughter of Nathaniel Doan, was the teacher."

brought, also, their faith in knowledge, and set up the school-house as soon as the log-cabin and the church were completed. A most potent fact in illustration of this is found in a comparison of those settlements in the new west which were settled from the south, with those whose population came from New England.

Marietta, on the Ohio, built by the descendants of the Puritans of Massachusetts, had hardly been set fairly under way before Daniel Story was at work in his combined office of minister and schoolmaster. As early as 1790, Bethesda Rouse conducted a school for boys and girls in Belpre; down on the Ohio, at Columbia, Frances Dunlevy opened a school near the close of 1792; in 1802, a school was established in Harpersfield, and soon enjoyed a noted reputation, under the able direction of Abraham Tappan.

The subject of education was frequently discussed in the territorial legislatures, and although little or nothing was done, there was enough said to show that the matter was counted of no small importance. In the first constitution of the State, it was made an imperative duty that schools and the means of education should be carefully looked after; while in another section the interests of the poor in this regard were carefully guarded. It was required in the ordinance of 1787, that schools and the means of education should be encouraged, while the new constitution pointed out how this end could be secured. "From 1802 to 1821," to quote from an able article along this line of thought,<sup>83</sup> "the acts of the Legislature regarding education, under the power conferred by the constitution, were confined to the passage of bills authorizing the incorporation of seminaries, religious and educational societies, and providing for the lease of school land. Nothing was done toward the establishment of schools by means of local or general taxation. . . . It must not be understood that there were none to

<sup>83</sup> "Early Education in Ohio."—*Magazine of Western History*, Vol. III., p. 219.



lift up a voice to advocate a system of common schools. During the first twenty years of Ohio's existence, the men holding office were earnest in their endeavor to obtain a wise legislation on the part of the General Assembly. Private citizens were not lacking who tried to show the Legislature the importance of the trust confided to their keeping, and who were swift to denounce the power of abuse over the common school lands, by which the children of the next generation would be deprived of their just rights."

The schools within reach of all classes prior to the passage of the Ohio common school law were such as were provided by private means. In the days when Miss Doan and Miss Spafford taught the youngsters of Cleveland and "the Ridge," only the rudest surroundings and the humblest appliances were within their reach. One of the earliest school-houses has been thus described: A log-cabin with a rough stone chimney; a foot or two cut here and there to admit the light, with greased paper over the openings; a large fire-place; puncheon floor; a few benches made of split logs with the flat side up, and a well developed birch rod over the master's seat. A teacher who, as late as 1813, received ten dollars a month, payable in produce, was looked upon as receiving good wages. We are told of an ambitious young man of Lorain County, who desired higher instruction than the neighborhood afforded, and rode over one hundred miles before he could find a Latin dictionary. Even books of the commonest character were not to be had in abundance, and in one of the schools the letters of the alphabet were pasted on one side of a small wooden paddle, and the multiplication table on the other. It was passed from hand to hand for the purpose of study, and often, when not in use as an educational factor, was converted into an instrument for the enforcement of obedience.

"If a family possessed a *Webster's Spelling Book*," says one of the pioneers,<sup>84</sup> in writing of a little later

<sup>84</sup> "Incidents in the career of the Morgan Family," by Isham A. Morgan, "Annals of the Early Settlers' Association," No. 5, p. 28.



NORTH-WEST SECTION OF THE PUBLIC SQUARE, 1839.





time, "an *American Preceptor*, or a *Columbian Orator*, or a Dwight's *Geography*, which were used for reading books, a Daboll's or Adams's *Arithmetic*, and a slate and pencil for ciphering, and paper, ink and goose quills for writing, and possibly a Murray's *Grammar* for such as wished to study grammar; with these it was supposed that the youths were fully armed and equipped for school exercise. Taking the dinner basket filled with the noon repast, they put out for the log school-house, perhaps from one to three miles distant, and the greater part of the way through the woods. And on their arrival there, spent their hours with their teacher in acquiring a knowledge of what was called a common school education." Judge Dickman, in the address already quoted, tells of three Western Reserve boys of the early day who left home for Connecticut to get their education, with fifteen dollars among them, and so frugally did they fare, and so economically did they travel, that on their arrival East they still had twelve dollars; while another young man, who went to New England for an education "bought him a cow, and trudging at her heels with his book, lived on her milk and what he got in exchange for it, and sold her at an advance when he reached his point of destination."

If the records show us but little concerning the schools kept by Miss Spafford and Miss Doan, the same cannot be said of a more ambitious endeavor that came but a few years later. Asael Adams, who was born on July 9th, 1786, at Canterbury, Conn., was brought by his father to Liberty township, Trumbull County, O., in 1802. (He became a brother-in-law of Camden Cleaveland, who was a brother of Moses Cleaveland.) When but twenty years of age, young Adams came to Cleveland, where he opened a school—the first of the kind of any pretension of which I have found trace. His salary was ten dollars per month and board, and among his patrons were Samuel Huntington, James Kingsbury, W. W. Williams, George Kilbourne, Susannah Hammil, Elijah Gun, and David Kellogg. Governor Huntington sent four children

to the school, George Kilbourne three, James Hamilton two, James Kingsbury five, David Kellogg three, and W. W. Williams four. "This log school-house," says the son<sup>85</sup> of this teacher, from whom this information was obtained, "stood near the foot of Superior street. This school was the simple expression of the will of a sturdy community to give its boys and girls as good a chance as the community could then afford to pay for." The agreement made in October, 1806, under which Mr. Adams taught, was as follows:

"Articles of agreement made and entered into between Asael Adams on the one part and the undersigned on the other, witnesseth, that we, the undersigned, do agree to hire the said Adams for the sum of Ten Dollars (\$10.00) a month, to be paid in money or wheat at the market price, whenever such time may be that the school doth end, and to make said house comfortable for the school to be taught in, and to furnish benches and fire-wood sufficient. And I, the said Adams, do agree to keep six hours in each day, and to keep good order in said school."

The year 1803<sup>86</sup> is introduced by one of our earlier local historians, as characterized by three blessings: Good health for the people; an increase in emigration, and the organization of the State of Ohio.

The two first-named had a direct bearing upon the fortunes of Cleveland. The third may not have been so early in its effects, but of course the formation of a stable State government had in the long run an influence for good upon the growth and development of all the territory within its borders.

<sup>85</sup> The author is under obligations to Whittlesey Adams, of Warren, Ohio, for this original information concerning this school. Mr. Adams is the possessor of the original contract quoted above, and also of two contracts for carrying mail, between Asael Adams and the Government, reference to which is made at a later point. Asael Adams was the father of Comfort A. Adams, Asael E. Adams, Fitch Adams and Alfred Adams, of Cleveland, and George Adams and Whittlesey Adams, of Warren.

<sup>86</sup> It is in this year that Harris's "Journal of a Tour" (p. 120), speaks of Cleveland as "a pleasant little town, favorably situated on the borders of Lake Erie, at the mouth of Cuyahoga River."

The election of Edward Paine to the Territorial Legislature has already been recorded. He found that body divided into factions, and with much heat discussing the question whether Ohio should continue in her present condition, or form a State Government. There was no small opposition to Governor St. Clair, and in 1801 Thomas Worthington was sent to Congress by those opposed, and largely through his efforts a law was passed authorizing a State Convention for the purpose of considering the expediency of a State Government, and to form a Constitution if the people so wished.

In accordance with this act, the first Constitutional Convention met at Chillicothe, on November 1st, 1802. As already stated, Samuel Huntington represented Trumbull County. The duty entrusted to that great body was soon performed. The organic law, expressed in the document there carefully prepared, was sound and practical, and the people of Ohio lived under its restrictions and safeguards for over fifty years. It was never submitted to the people, but adopted directly by the body in which it was formed. By an act of Congress it was approved on February, 1803, and Ohio proudly took her position as the seventeenth State in the Union.

Under the provisions of the Constitution, State officers were elected, and on March 1st, 1803, the first State Legislature met at Chillicothe. Courts were created, and election laws passed; new counties organized, and State officers appointed—Samuel Huntington taking his seat as one of the first judges of the Ohio Supreme Court.

In Cleveland, the town election of 1803 was held very much in the same manner as that of the year before under St. Clair and the Territorial Government, and at the same place—the residence of James Kingsbury. The record of this gathering is tersely given in the ancient township book among the archives of Cleveland's city clerk, from which quotation has already been made. The record is illegible in several places, but enough remains to show that in this spring of 1803 "the inhabitants of the Town



of Cleaveland met at the house of James Kingsbury, Esq., for a township meeting, and proceed and chose,

“ Amos Spafford, Esq., Chairman.

“ Nathl. Doan, Town Clerk.

“ Amos Spafford, Esq., James Kingsbury, Esq., and Timothy Doan. Trustees.

“ James Kingsbury, Esq., and James Hamilton, Overseers of the Poor.

“ Rodolphus Edwards and Ezekiel Hawley and Amos Spafford, Esq., Fence Viewers.

“ Elijah Gun and Samuel Huntington, Esq., Appraisers of Houses.

“ James Kingsbury, Esq., Lister.

“ Wm. Elivin, James Kingsbury, Esq., and Timothy Doan, Supervisors of Highways.

“ Rodolphus Edwards, Constable.”

In the June following, the electors again met at the residence of James Kingsbury, for the purpose of choosing two justices of the peace. Samuel Jones acted as chairman; Amos Spafford and Timothy Doan were elected to the offices named. The next entry upon this record is as follows:

“ The qualified voters of the township of Cleaveland met at the house of James Kingsbury, Esq., the eleventh day of October, one thousand eight hundred and three, to elect one senator and two representatives to the Assembly. When met, proceeded and appointed James Kingsbury, Esq., Timothy Doan, Esq., and Nath. Doan judges, and Rodolphus Edwards and Stephen Gilbert clerks of the election, and after being qualified received the votes, and by examining them found that Benjamin Tappan had seventy-one votes for senator. David Abbott seventy-two for representative to the Assembly; Ephraim Quimby nineteen votes for representative to the Assembly, Amos Spafford one vote for senator and one for representative to the Assembly, and David Hudson one vote for representative to the Assembly, which may appear by the Poll Book in this office.”

There was an accession to the commercial interests of the city in 1804, when Oliver Culver, who had been here previously as a surveyor, arrived with a boat-load of dry goods, groceries, liquors, etc., and opened a store. He had loaded at Black Rock, and had paid three dollars per barrel for transportation. For some reason his stay was brief, and the next year saw him settled upon a farm in New York. The main business interests of the settlement had been for some time in the hands of David Bryant, whose commodity was of a liquid nature; David Clark and Elisha Norton, who carried on trade with the Indians; and Alexander Campbell, a Scotchman who built a trading house and devoted himself to the same line of business. "This little cluster of cabins around the distillery," says one authority,<sup>87</sup> "under the hill, formed a constant attraction for both Indians and squaws, especially at the time of their annual return from their hunting expeditions up the river. The squaws bought the gaudiest calicos they could find, and scarfs of the brightest hues, and were not averse while trading to exchanging glances with the traders, who were great men because they had so much calico. The warriors, more simple in their desires, bought whisky." These Indian neighbors, upon the whole, seemed to have been moderately well behaved, there being but little upon the record which shows the contrary. The killing of Menompsy, already noted, and the crime for which O'Mic was executed at a later day, were so exceptional in their character as to stand out as marked exceptions.

In those days, when the danger of Indian attack was always present, and the relations of the United States with the British neighbor across the lakes were not always of an amicable nature, it was natural that military affairs should receive some attention. In 1804, a serious attempt was made to properly organize the militia, and on April 6th Major General Wadsworth issued an order dividing his district into two brigade districts, the second of which

<sup>87</sup> "History of Cuyahoga County," compiled by Crisfield Johnson, p. 49.

embraced Trumbull County. This was subdivided into two regimental districts, in one of which was found all of the present Cuyahoga County east of the river, and other adjacent territory; containing eight company districts, the fourth of which comprised the civil township of Cleveland.

In the same order the companies were directed to hold elections on the second day of the May following, when each was to choose its own officers. In accordance therewith, "the qualified electors of the fourth company district, in the second brigade, of the fourth division of the Ohio Militia," met "at the house—of James Kingsbury," of course; the people about Cleveland had come to look upon that hospitable cabin as headquarters for all such gatherings.

There was trouble on this occasion. The redoubtable Lorenzo Carter was elected captain; Nathaniel Doan, lieutenant, and Samuel Jones, ensign, all of which is duly attested in a report<sup>ss</sup> to General Wadsworth, by James Kingsbury, Nathaniel Doan and Benjamin Gold, judges of election. The opposition expressed themselves in a somewhat formidable document, addressed to the same high military authority. There were eight signers, among whom we find our old acquaintances, Messrs. Spafford, Edwards, Williams and Hamilton. They declare that the proceedings were illegal and improper, in that persons under the age of eighteen were permitted to vote; that some not liable to military duty were also allowed to vote; in admitting others who did not "belong to the town;" by not comparing the votes with the poll book at the close of the election. Then comes the most surprising charge of all: "We also consider the man who is returned as chosen captain ineligible to the office. *Firstly*. By giving spirituous liquors to the voters previous to the election. *Secondly*. *On account of having frequently threat-*

<sup>ss</sup> The writer of this document, whoever he may have been, was more certain of his facts than of his orthography. We learn that "Loranzo" Carter was elected, a choice was "maid" of three judges, and that all this occurred in Cleveland, "Trumble" County.



*ened to set the savages against the inhabitants.* All which charges we consider proveable, and able to be substantiated by good and sufficient witnesses. We, therefore, beg leave to request that the appointment of officers in the township of Cleveland may be set aside, and the said company led to a new choice.

(Signed)

“ Thadeus Lacey.

William W. Williams.

“ Rodolphus Edwards.

Amos Spafford.

“ Joel Thorp.

Robert Carr.

“ James Hamilton.

Abner Cochran.”

General Wadsworth may have investigated these charges, but there is nothing to show that he did. There was certainly nothing done toward a new election, and Captain Carter held the command to which he had been elected until the succeeding August, when he was elected to the office of major in the State militia. Viewing the charges against him in the calm light of this later day, and from what is known of the man, we must set down the second charge as the hasty and ill-considered action of disappointed men. That Major Carter may have been a little free among the electors with the products of the still across the way—he was an ambitious man, and those were convivial days—we do not doubt; if the objectors had drank and voted upon the same side that day, we should have heard nothing upon that point. But that Lorenzo Carter ever, for a moment, held an idea of acting the part of Simon Girty—of inciting the red man to deeds of violence against the white, we cannot for a moment believe. Just what action or ill-considered word may have laid the foundation for this charge, is not known; that it was more than a misunderstanding, those who have followed the career of Carter will not for a moment believe.

In the town meeting of April, 1804,—still referring to that early book of record—it is noted that a “ town tax ” of ten dollars was ordered; and under date of April 14th occurs this entry: “ The trustees of the township of Cleveland met at Nathl. Doan’s and divided the township into

districts for the several supervisors, in the following manner: To Lorenzo Carter the road leading from the City of Cleveland to Hudson, to Daniel Ruker's; and the road leading from sd. city to Euclid to the bridge near [*illegible*] Tillotson; and to Timothy Doan the road from Isaac Tillotson's to the east line of the town of Euclid; and to James Kingsbury the road leading from Nathl. Doan's to Williams' Mills; and to Thadeus Lacy the road from Daniel Ruker's leading to Hudson, to the south line of the Town of Cleaveland."

## CHAPTER VI.

### THE COUNTY OF CUYAHOGA.

It had become recognized, even before this time, by those holding titles to lands in the Reserve west of the Cuyahoga, that a time had come for the formal and final extinguishment of the remaining Indian claims. The holdings of the Connecticut Land Company and of those owning the Fire Lands were alike in this respect. Negotiations looking to the desired end were opened, and an agreement made that a council should be held in Cleveland. The Indians to the west of the river were not only asked to be present, but also those in New York, who still claimed rights under old agreements.

These latter sent a deputation of some thirty braves, who duly reached Cleveland in June, 1805, accompanied by Jasper Parish, their interpreter. The negotiations were to be conducted under the friendly supervision of the general Government, which was represented by Col. Charles Jewet, while

Gen. Henry Champion looked after the interests of the Connecticut Land Company, and I. Mills those of the Fire Lands Company. All hands were prompt in their attendance, except the western Indians, who failed to put in an appearance. This action is said to have been due to the influence of certain parties at Detroit and elsewhere, who had been endeavoring to obtain rights to the lands in question.<sup>89</sup>



JUDGE JOHN BARR.

<sup>89</sup> Burton's "A Chapter in the History of Cleveland," p. 21.



As in the case of Mahomet and the mountain, the commissioners decided to forego any question of dignity, and go to the Indians who would not come to them. After a day or so of waiting in Cleveland, all parties took up their march to the westward. The council was formally opened, some say at the Ogontz place, near Sandusky, others at Fort Industry on the Maumee. Among the tribes represented were the Wyandots, Ottawas, Chippewas, Munsees, Delawares, Shawnees, and Pottawattomies. After some negotiation, the Indians, on July 4th, surrendered all title to lands on the Reserve. A writer of that day says: "It is said by those who attended this treaty, that the Indians in parting with and making sale of the above lands to the whites did so with much reluctance, and after the treaty was signed, many of them wept. On the day that the treaty was brought to a close, the specie, in payment of the purchase money, arrived on the treaty ground. The specie came from Pittsburg, and was conveyed by the way of Warren, Cleveland and the lake shore to the place where wanted. The treasure was entrusted to the care of Lyman Potter, Esq., of Warren, who was attended by the following persons as an escort: Josiah W. Brown, John Lane, James Staunton, Jonathan Church, Lorenzo Carter, and another person by the name of Clark, all resolute men and well armed. The money, and other property, as presents to the Indians, was distributed to them the next day after the signing of the treaty. The evening of the last day of the treaty, a barrel of whisky was dealt out to the Indians. The consequent results of such a proceeding were all experienced at that time."<sup>90</sup>

This attempt at holding the council in Cleveland gave occasion for yet another prophecy concerning the city that has been fulfilled. Prof. Kirtland, in a lecture delivered at the opening of a term in the Cleveland Medical College some years since, related the following incident,

<sup>90</sup> These facts are taken from the statement of Abraham Tappen, of Unionville, Ashtabula County, Ohio.—Whittlesey's "Early History of Cleveland," p. 403.

which occurred before the movement towards the actual council grounds was commenced: "While waiting their tardy movements, the company collected one afternoon on the bank of the lake, near the present location of the light-house, and were observing the descent of the sun, into the broad expanse of waters at the west. The gorgeous displays of light and shade, heightened by the brilliant reflections from the lake, unsurpassed by the brightest scenes ever exhibited by Italy's boasted skies, served, in connection with concurring circumstances, to add interest to the occasion. One of the company, the Hon. Gideon Granger [postmaster-general of the United States], distinguished for talents, enterprise and forethought, uttered, to his astonished associates, this bold, and what was then deemed, extraordinary prediction: 'Within fifty years, an extensive city will occupy these grounds, and vessels will sail directly from this port into the Atlantic Ocean.'<sup>91</sup> A prophecy so specific and decided, coming from such a source, though received with a share of skepticism on the part of some, made a deep impression on the great body of his hearers."

A letter dated "On board the sloop 'Contractor,' near Black River, July 7, 1805," directed to "The Hon'l. Sam'l. Huntington, at the mills near Cleaveland," and signed by Wm. Dean, throws some light on the treaty, as follows: "On the 4th instant, we closed a treaty with the Indians, for the unextinguished part of the Connecticut Reserve, and on account of the United States; for all the lands south of it, to the west line. Mr. Phelps and myself pay about \$7,000 in cash, and about \$12,000 in six yearly payments, of \$2,000 each. The government pays \$13,760, that is the annual interest, to the Wyandots, Delawares, Mun-

<sup>91</sup> Near the middle of the present century, when Cleveland was at the semi-centennial mark, a schooner called the "Dean," built by Quayle & Martin, of Cleveland, was loaded at Chicago, and sent straight into the Atlantic by way of the lakes, the Welland Canal, and the St. Lawrence River. It reached Liverpool in safety, and was there sold. In 1858, a fleet was sent from Cleveland, loaded with staves and lumber. Six vessels returned in good shape, with cargoes of iron, salt and crockery ware.

sees, and to those Senecas on the land forever. The expense of the treaty will be about \$5,000, including rum, tobacco, bread, meat, presents, expenses of the seraglio, the commissioners, agents and contractors."

A proposition was made in the month following by Abraham Tappen and A. Sessions (one account says Amos, one Anson, and one Aaron) to survey this land, and lay it off into townships. The same was accepted, and work commenced and pushed forward with vigor. Five hundred thousand acres were to be measured off on the western end of the Reserve for the Fire Lands Company, and the balance to the Cuyahoga came under the contract made by Tappen and Sessions. They met at Cleveland on May 15th, 1806, with their men, chain-carriers, and pack-horses, and soon entered upon the work, which was successfully pushed to completion.

It will be seen from these increasing references to Cleveland that the settlement upon the Cuyahoga was becoming a place large enough to be recognized by the world at large. Some events of local importance were placed upon its record in this year, 1805. In May occurred the usual military election, when Nathaniel Doan was chosen captain; Samuel Jones "leutenant;" and Sylvanus Burk, ensign. A son of Major Carter, eleven years of age, was drowned at the mouth of the river; Samuel Dodge, who had wedded a daughter of Timothy Doan, built himself a log-cabin on the Euclid road, and dug what is said to have been the first well in Cleveland—walled up with stones which the Indians had brought into the neighborhood to use as backs to their wigwam fire-places; at the fall election, twenty-nine votes were cast for State Representative, of which all but two were for James Kingsbury—and the poll-book was rejected because the certificate to the oaths of the clerks and judges was not attached, nor were the signatures of the judges of election. We also find the first mention of the appointment of jurymen. At a meeting of the township trustees in March, Augustus Gilbert and Eliphas Norton



were named as grand jurymen; and David Dilly, David Clark and Samuel Dodge to serve as "trabes juries," as the record-book expresses it. The youthful John Doan was sent from "the Corners" to school over in Newburg, and afterward confessed plaintively that "the wolves howled around the house where I boarded, and I became very homesick. I believe that a daughter of 'Squire Spafford was our teacher. There were some twenty-five children attended, and there were not enough books in the whole community to give each of us an outfit. Afterwards a school was started below us, but I never had much chance in it. It held only three months in the winter and three in the summer, but the boys were kept so busy hoeing corn and picking up brush that they did not get much of a chance at the summer term." On the 16th of June occurred a total eclipse of the sun, which the Indians of the neighborhood construed into an expression of displeasure on the part of the Great Spirit, with their having sold to the white men the homes and lands of their fathers. The death of David Clark is noted; and it was during this year that the schooner "Washington," which was one of the first clearances from the port of the Cuyahoga, sailed into the lake with crew and cargo, and was never heard of again. Judge Kingsbury put up the frame of a house, and not obtaining the lumber from the mills at Newburg, erected a mill of his own, and in the year following completed the structure, making, also, the brick for his own chimney.<sup>92</sup>

In October, the village became the possessor of a post-office of its own, and Elisha Norton was appointed postmaster. As early as 1801 the mail was brought to War-

<sup>92</sup> "His son still possesses the last brick made, marked with the date, June 22, 1807. The house was a large, two-story frame, and is still standing in good repair, occupied by a son, James Kingsbury, then unborn, but now an aged man. It is probably the oldest building standing within the limits of the city. Part of the upper story was finished off in a large room, in which dances were held, and also Masonic communications, the Judge being a zealous member of the mystic order."—"History of Cuyahoga County," compiled by Crisfield Johnson, 1879, p. 213.

ren, the seat of Trumbull County, once in two weeks, by way of Pittsburg, Canfield and Youngstown, and that was the terminus of the mail route for a couple of years, before it came on to Cleveland. The route from Warren was by way of Deerfield, Ravenna and Hudson, and from Cleveland to Detroit along the old Indian trail to Sandusky, Toledo, and so on to Detroit; from Cleveland it went back to Warren *via* Painesville and Jefferson. A collection district for the south shore of the lake was also established this year, called the "District of Erie," and John Walworth, of Painesville, was appointed collector.

Postmaster Norton soon relinquished the cares of office and removed to Portage County, and Mr. Walworth became his successor.<sup>93</sup> This useful man and prominent pioneer was born in Connecticut, in 1765, and in 1800 came to Ohio, and purchased a farm, at the mouth of Grand River, four miles north of Painesville. Being of education, sound judgment and good address, he soon found himself one of the leading spirits of the community. He held several offices, and upon his appointment as collector, decided to remove to Cleveland. He disposed of his interests on the Grand River, and soon after made a purchase of a farm of three hundred acres, between Huron, Erie and Cross streets, of the later day, and the Cuyahoga River. He brought his family here in 1806, and made the city his home for the remainder of his life, which ended in 1812, in the very darkest days of the war. One of his daughters, afterward the wife of Dr. David Long, and the mother of Mrs. Mary H. Severance, has left a record<sup>94</sup> of that trip, in which she says: "My father, John Walworth, moved from Cleveland to Painesville in April, 1806. We came up in an open boat, which was wrecked, and my father came near being drowned.

<sup>93</sup> A list of the subsequent postmasters of Cleveland, with some interesting statistics showing the immense volume of business now handled, will be found in a later portion of this work.

<sup>94</sup> "A Pioneer Father and Son,"—"Magazine of Western History," Vol. III., p. 662.

He was so weak when he came out of the water that he could barely crawl on his hands and knees."

His commission of postmaster, signed by Gideon Granger, postmaster-general, was issued on October 22, 1805. In addition to his offices of postmaster and collector, President Jefferson also appointed him "inspector of revenue for the port of Cuyahoga;" and in 1806 Governor Tiffin made him associate judge of the Court of Common Pleas of Geauga County, to hold for seven years, "if he shall so long behave well." Col. Whittlesey says: "Judge Walworth at first occupied the upper part of a frame building on the north side of Superior street, near Water street. When his family moved from this building to their house on the Walworth farm, Pittsburg street, a small frame office was erected south of Superior street, where the American House now stands. During Judge Walworth's life, this office contained the combined authority of the City, the County and the Federal governments. Mr. Kelley states that, in 1810, Mr. Walworth was recorder, clerk of the Common Pleas and Supreme Court, postmaster, and collector of the Cuyahoga district. The same office accommodated Mr. Kelley, the only attorney in the place, and Dr. Long, the only physician. During the first quarter of 1806 the receipts of the post-office amounted to two dollars and eighty-three cents. His first clearance (as collector) was issued to the schooner 'Good Intent,' which was soon after lost on Long Point, together with cargo and crew."

Judge Walworth was public-spirited in many ways, and willingly engaged in any measure that had in view the advancement of the interests of his chosen home. When the scheme was originated, in 1807, for the improvement of the Cuyahoga and Tuscarawas rivers, so as to give better connection between Lake Erie and the Ohio River, he was one of the leaders therein, and made agent and a member of the board of commissioners that had it in charge. Although he held several offices at once, the amount of business in each was so small that he was not



compelled to neglect any of them. His report to the government for the season running from April to October, 1809, shows that the total value of goods, wares and merchandise exported from this country to Canada was but fifty dollars. On the organization of Cuyahoga County he was made clerk of the court, and also recorder; he was one of the founders of the first Masonic lodge in Northern Ohio, organized in Warren, in 1803, and one of its officers; and also one of the founders of the institution out of which grew the Western Reserve College. As if these labors were not enough, we hear him enumerating still others, in a letter under date of August 27, 1809, where he says: "The revenue and post-office afford a considerable business, and in addition to that I store and sell salt on commission and have the agency of considerable land, which causes me short journeys frequently."

The appearance of Cleveland proper, as seen by Judge Walworth on his arrival, has not been described, but another visitor<sup>95</sup> in that year has left his impressions: "I first visited Cleveland, that part now called Newburg, in August, 1806, a boy of sixteen and a half years, and spent some ten days in the family of W. W. Williams. . . . We attended meetings in a log barn at Doan's Corners once or twice, to hear the announcement of a new sect, by one Daniel Parker, who preached what he called *Halyonism*—since, I believe, it has become extinct. We bathed together under the fall of Mill Creek, gathered cranberries in the marshes westward of the Edwards's place, and danced to the music of Major Samuel Jones' violin at his house, afterward the residence of my old friend, Captain Allen Gaylord. Judge Huntington, afterwards governor, lived then, I believe, at the place afterwards occupied by Dexter or Erastus Miles. Newburg street was opened previously, from the mill north to Doan's Corners, and was then lined with cultivated fields on both sides, nearly the whole distance from Judge

<sup>95</sup> Letter from John Harmon, of Ravenna, dated June 11, 1860.—Whittlesey's "Early History of Cleveland," p. 428.



SOUTH-WEST SECTION OF THE PUBLIC SQUARE, 1839.







Kingsbury's to the mill. But much dead timber remained on the fields. There were some orchards of apple trees on some of the farms, and Judge Kingsbury's orchard bore a few apples that season, which was probably the first season of bearing. The Judge had a small nursery of apple trees, and there was a larger nursery of smaller trees on Mr. Williams' place."

Among the arrivals in Cleveland this year can be counted the family of Nathan Perry. He was born in Connecticut in 1760, but removed to western New York, where he built several mills and cultivated a large farm. He came to Ohio as early as 1796, but did not bring his family until 1806. He bought one thousand acres of land, in what is now known as Lake County, at fifty cents per acre. He also became the owner of five acres in Cleveland, between Superior and St. Clair and Water and Bank streets, and also the tract of land near the intersection of Broadway and Perry street, afterward known as the Horace Perry farm. A further investment was made by him at Black River. On the organization of Cuyahoga County, in 1809, he was appointed one of the court judges, and in 1813 his life labors ended.

On the removal of Judge Perry to the west, his son Nathan, then a mere boy, was placed for a time in the camp of the great chief, Red Jacket, where he learned the Indian language, and much else that gave him great influence with the red men in later years. In 1804, he commenced life on his own responsibility, establishing a trading station at Black River, thirty miles west of Cleveland. He purchased furs, and other products of the chase, selling to the Indians in exchange such goods as they needed, or, as approaching civilization had taught them to want. In 1808, he decided to make Cleveland his headquarters, and in a short time assumed a leading position as one of her pioneer merchants. He erected a combined store and dwelling, after the manner of the day, on the corner of Superior and Water streets, where the National Bank building now stands. In a few years a brick

store and dwelling replaced the old structure, and was long one of the landmarks of early Cleveland. He gave his life to business, and had neither time nor inclination for the duties of public life. In the early days of the village charter he was made trustee, but returned to private life as soon as possible, and would accept no office thereafter. His later years were passed in ease and comfort, and he died on June 24th, 1865, leaving one daughter, the wife of Hon. Henry B. Payne.

A story somewhat illustrative of the characteristics of Lorenzo Carter, hunter, militiaman, tavern-keeper and all-around pioneer, is told<sup>96</sup> as happening in the year 1806, and as possessing one element that did not enter into all the anecdotes told in early days of the redoubtable Major—that of truth. In the spring, a canoe in which were a white man, his wife and several children and one colored man, was coming down the lake, and was upset. All were drowned except the black man, who held to a tree upon the bank until rescued in a half-frozen condition. He was taken to Carter's, and cared for during the summer, although so used-up from the exposure as to be of little service to anybody. In the fall two Kentuckians rode into Cleveland and claimed the colored man, Ben, as a slave, who had been enticed away. All they asked was an interview, agreeing that he should not be taken away unless he consented to go willingly.

Major Carter expressed his opinion briefly and to the point. He did not care much for colored men, and had even less liking for the institution of slavery.

One thing was certain, however. If Ben did not wish to meet the gentlemen from Kentucky, meet them he should not.

"Finally," says Mr. Walworth, "it was agreed that the owner and Ben should see each other, near enough to converse. Ben was to stand on the west side of the river, the owner to be on the east side, near the end of Huron

<sup>96</sup> "Lorenzo Carter," by Ashbel W. Walworth. "Whittlesey's Early History of Cleveland," p. 339.

street. Many inquiries and answers passed, but the conversation was marked by good feeling on both sides." Ben agreed to go back to Kentucky. "It would seem that the Major showed no dissatisfaction to Ben's going with his master; but two white men, one called John Thompson and the other Jas. Geer, hangers-on at the Major's tavern, preceded, or followed and passed the Kentuckians; for when they had got about three miles from Newburg Mills (then called Cleveland Mills), on the old 'Carter road,' they appeared, one on each side of the road, each with a rifle; and as the Kentuckians and Ben were passing, Ben still mounted, one of the men says, 'Ben, you d—d fool, jump off of that horse and take to the woods.' Ben obeyed, the hunters also ran, and it may be supposed, though not known, that the Kentuckians were somewhat astonished. However, they never returned to tell of their bad luck." The escaped slave camped out in the woods for awhile, and then disappeared, probably across to Canada.

Another incident, which occurred near the same time, and caused widespread excitement during a portion of 1807, came near to causing a more serious collision between the whites and the Indians than any yet occurring in that section. Daniel Diver, of Hudson, was killed in the early winter by an Indian, named John Mohawk. Two white men named Williams and Darrow set out upon a mission of revenge, and not finding Mohawk, killed another Indian named Nicksau or Nickshaw. When this wanton murder of an innocent man became known to the Senecas, to whose tribe he belonged, there was great excitement. The whites demanded Mohawk for punishment; the red men quite naturally asked that Darrow and Williams should also be punished. The great chief Seneca or Stigwanish (*Standing Stone*) very aptly stated the case when he declared "that the same measure of justice should be dealt out to Indians and white men." In this case both sides were treated alike. No one was arrested, and both crimes went unpunished.



The fifth and last division of the Reserve lands was made on January 5th, 1807, the drawing occurring at Hartford, Conn. The survey of Brooklyn, across the river from Cleveland, was also made, the lots being placed upon the market for sale.

A grand scheme of internal improvement came into being in the same year, and made some headway, although its object was in no sense accomplished. It was a season when improved methods of travel were being quite earnestly discussed in the east, and as railroads in their present methods of locomotion were undreamed of, the canal and the natural water course consequently received great attention. A proposition had been made in the New York Legislature for the survey of a canal route between Lake Erie and the Hudson River, and this was followed by a movement in Ohio for the improvement of the Cuyahoga and Tuscarawas rivers, as natural channels of communication between Lake Erie and the Ohio. The plan proposed was the clearing of both streams of all obstructions, and the deepening of the channels where necessary. The portage path, connecting the two at their nearest points, was to be made passable for loaded wagons. Goods were to be carried up the Cuyahoga, sent across from Old Portage to New Portage on the Tuscarawas, and then on down to the Ohio, by way of the Muskingum.

It was thought that the whole plan could be carried out at an expense of twelve thousand dollars. The State Legislature was appealed to, and readily gave its sanction to the scheme; not by taking the money from the State Treasury or raising it by taxation, but by granting permission for a lottery, by which questionable method the needed funds were to be raised.

The plan, however, was a good one as viewed by the public opinion of the times. The best men of Cleveland were interested in its success, as shown by the board of commissioners having it in charge, who were: Samuel Huntington, Amos Spafford, John Walworth, Lorenzo

Carter, James Kingsbury, Turhand Kirtland, Timothy Doan, Bezaleel Wells, Jonathan Cass, Seth Adams, Zachaeus A. Beatty and John Shorb. It was known as the "Cuyahoga and Muskingum Navigation Lottery," for "improving the navigation between Lake Erie and the river Ohio through the Cuyahoga and Muskingum." The scheme was set forth by the commissioners as follows:

## FIRST CLASS.

12,800 tickets at \$5 each \$64,000.

1	Prize of . . . . .	\$5,000 is . . . . .	\$5,000
2	" . . . . .	2,500 " . . . . .	5,000
5	" . . . . .	1,000 " . . . . .	5,000
10	" . . . . .	500 " . . . . .	5,000
50	" . . . . .	100 " . . . . .	5,000
100	" . . . . .	50 " . . . . .	5,000
3,400	" . . . . .	10 " . . . . .	34,000
<u>3,568</u>			<u>\$64,000</u>

"Prizes subject to a deduction of twelve and a half per cent. The drawing of the First Class will commence at Cleveland on the first Monday of January, 1808, or as soon as three-fourths of the Tickets shall be sold; and the Prizes will be paid in sixty days after the drawing is completed."

This was to be no local affair. It was announced that payment of prizes would be made in Boston, Hartford, New York and Albany; and also in Zanesville and Steubenville, Ohio. John Walworth was appointed agent for the signing of the tickets. "The subscribers," say the commissioners, "have taken the Oath and given the Bonds required by Law, for the faithful discharge of their trust, and they flatter themselves that an object of such extensive importance will not fail to attract the attention and patronage of many, who are not allured by the advantageous prospects held out in the Scheme."

The waterway to the Ohio was compelled to remain in its unimproved condition, despite the pleasant expectations of the worthy gentlemen having the lottery in charge. The public did not purchase tickets as readily as had been expected, and in all probability not more than one-fourth of those offered for sale were taken. The day

of drawing was postponed from time to time, and finally declared off altogether; the money returned to those who had paid it in, and the "scheme" abandoned.

Two personal views we have of Cleveland in this year 1807, one of them quite brief. The Rev. Dr. S. A. Bronson, of Mansfield, told the early settlers on the Cuyahoga, some years ago, a little story<sup>97</sup> of emigration to the west. "At length," said he, "we reached the Cuyahoga. This was then the western boundary of civilization. No team; no white woman but Canadian French, had as yet crossed this river. Our destination was Columbia. The township had been surveyed the previous summer, and some logs had been rolled up, but your speaker was the first baby, his mother the first American woman, and ours the first team, that crossed the Cuyahoga at Cleveland." The other view is furnished by Thomas D. Webb, of Warren, who said: "I first saw Cleveland in October, 1807. I put up for a day or two with Major Amos Spafford, who kept a tavern. Governor Huntington then lived in a log-house, standing a little south of Superior street, not far from the site of the American House. He had a frame barn, in size thirty feet by forty, near by. All the families on the city or ten-acre lots, or the lands adjoining, at that time, that I recollect, and I think that I recollect all, were, Amos Spafford, ——— Gilbert, Nathan Perry, Lorenzo Carter, Samuel Huntington, John Walworth, and an Irish family I have forgotten. Samuel Dodge had lived on a ten-acre lot, but had at that time taken up his residence at Euclid; other families had resided there also, but at the time I arrived, had removed. There were the remains of some two or three buildings along the bank of the river, one of which I was told had been occupied as a store by a Scotchman, by the name of Alex. Campbell."

The little village had been without a blacksmith since Nathaniel Doan had moved out to the east, and the want was supplied in the person of Abram Hickox, whose

<sup>97</sup> "Annals of the Early Settlers' Association," No. 10, p. 347.



arrival is set down as in 1808,<sup>98</sup> and who soon became a local celebrity in his way. He located on the north side of Superior street, where the Johnson House was afterwards erected; is said to have had a shop at one time south of Superior, near Seneca street; and afterwards built a small smithy at the corner of Euclid avenue and Hickox street, which was named in his honor. Over his door for years was the terse notification: "Uncle Abram works here," and beneath it

—for good luck, perhaps—the print of a horseshoe burned into the wood. "Uncle Abram," writes one<sup>99</sup> who

knew him well, "was as honest as the day is long, and a patriot tried and true. He it was who on each Fourth of July, at early dawn, would arouse the sleeping inhabitants with the loud and booming report of



"UNCLE" ABRAM HICKOX.

his anvil, which was then the only battery of artillery of which Cleveland could boast. And all day long he would keep up the fire along the line. The old man on one occasion met with quite a mishap, caused by the blowing-up of his powder magazine, which burned him quite severely; but, nothing daunted, he obtained a fresh supply, and continued his fusillade. Although it has been many long years since 'Uncle Abram' was laid to rest, methinks I see him still as he used to appear in his home-spun gray suit, wide-rimmed wool hat, steel-bowed specs, and stout hickory staff. He died in 1845, at a very advanced age, and his remains now repose in Erie Street Cemetery, by the side of his wife, who died several years previous." This well-remembered old man was not only the village blacksmith, but its sexton as well, and for years super-

<sup>98</sup> Mrs. Long's statement.—"Whittlesey's Early History of Cleveland," p. 447.

<sup>99</sup> "Old Time Characters," by O. P. C., in "Annals of the Early Settlers' Association," No. 4, p. 46.

vised all arrangements for the burial of the dead.

A tragedy, that stirred the little community to unwonted sadness, occurred in April, 1808, when a boat-load of people was wrecked between Rocky River and Black River, and a number of lives lost. There have been several accounts thereof placed upon record, and probably the most correct, as it is certainly the most circumstantial, was written by Q. F. Atkins, an eye-witness to much of that which he relates.<sup>1</sup> Briefly stated, the story runs as follows: The people of Cleveland and Newburg had learned that there was an abundance of "yellow catfish" in the deep waters of Black River, and fitted out a Schenectady boat, or *batteau*, for a fishing expedition. Captain Joseph Plumb was placed in command, and in the party were Stephen Gilbert, Adolphus Spafford, a son of the Major, William Gilmore, a young man named White, two sons of Mr. Plumb, and a woman named Mary Billinger, who had been a domestic in the family of Nathan Perry, Sr., and was going to Black River, where the younger Nathan was then established.

"All hands went on board at Cleveland," to quote direct from the narrative, "and rowed the first afternoon, as far as Rocky River, where they stopped for the night. While there, in overhauling their fishing tackle, they found that a portion of the rope belonging to their seine, and something else belonging to it, had been left at Cleveland. Young White and the two sons of Captain Plumb were sent back to Cleveland for the missing articles, confidently expecting to get back in time to get on the boat before it left Rocky River. For this purpose they made the utmost expedition, not sparing themselves at all, lest a long walk from one river to the other, with nothing but an Indian trail along the lake shore for their guide, should pay for their remissness."

Upon their return to Rocky River they discovered that

<sup>1</sup> "Loss of an Open Boat," by Q. F. Atkins.—"Annals of Early Settlers' Association," No. 9, p. 255. The account furnished by Col. Whitelsey differs from the above in several particulars.

the boat was gone. They decided to push ahead, and when near Dover Point discovered an empty cask, an oar, and some other articles afloat in the water. A little further on, they came "to an inward curve of the high, rocky bank, where they beheld the wreck of the boat, driven in upon a small strip of rock and sand beach, with a frowning rock overhanging it, some sixty or seventy feet high, and no living person save Captain Plumb, to tell how the disaster came upon them. All his associates, four in number, were drowned."

Young White and Captain Plumb's oldest son hastened on to Black River for help. The younger son, with a courage beyond his years, climbed a sapling upon the bank, bent it over the cliff by his weight, and when it was as low as it could go, dropped safely down upon the sand beside his exhausted father. When the expected help arrived, at night, the two were, with no little difficulty, drawn to the bank in safety. The story of the wreck was soon told—a sudden squall had upset the boat, about a half mile from the shore, and Captain Plumb was the only one permitted to reach a place of safety. The bodies of the four were afterwards discovered, where the waves had cast them upon the beach.

It was in 1808 that Major Carter inaugurated the ship building industry of Cleveland, by constructing the "Zephyr, of thirty tons burthen," designed for the lake trade. This was followed in 1809 by the launching of the "Sally," a schooner of five or six tons, constructed by Joel Thorp; and the "Dove," of about the same size, built by Alex. Simpson; while in 1810, Murray & Bixby built the "Ohio," of sixty tons. Other lake vessels noted in connection with the early lake marine were the "Cuyahoga Packet," built at the mouth of the Chagrin River, the "Washington," the "Harlequin," the "Good Intent," the "Tracy," the "Wilkinson," the "Contractor," the "Adams," and also several of Canadian construction.

The year 1809 was in some respects an important one



to Cleveland, not because of any great event which occurred, but in an incident here and there showing that it was gradually losing its pioneer newness, and approaching the ways of modern villagehood. Thus we see Collector Walworth forwarding his formal report from the port of Cuyahoga to the Treasury Department; and although the entire value of goods exported to Canada reached but fifty dollars from April to October, there was enough to show that a beginning had been made. A framed building, to be used as an office by the collector-postmaster, was erected on Superior street, and was regarded as a novelty with metropolitan suggestions.

The projection of a road to the westward from the Cuyahoga, was yet another event pointing in the same direction. The State Legislature granted an appropriation for the opening of such road from Cleveland to the mouth of the Huron River. The work was committed to the hands of Lorenzo Carter and Nathaniel Doan, of Cleveland, and Ebenezer Murray, of Mentor. The ridge near the bank of the lake was naturally selected, and the highway thus laid out was known as the Cleveland and Huron, and afterwards as the Milan State road; which was later changed to the Detroit road, and then to Detroit street.

A mail route was laid out between Cleveland and Detroit. "The mail was carried," says John D. Taylor,<sup>2</sup> "in a leather satchel by a man on foot; I remember him and his name—Edward McCartney—as my father had bought land and lived on the lake shore in Dover, where he kept a hotel during the war of 1812, and where the mail-carrier was accustomed to stop. After the commencement of the war, the United States mail was carried on horseback till about 1820, when stage coaches carried it until superseded by railroad coaches. In 1809, the whole contents of the mail between Cleveland and Detroit weighed from five to seven pounds, going at the rate of about thirty miles a day." At about the same time

<sup>2</sup> "Pioneer Life in Cuyahoga County," by John D. Taylor.—"Annals of the Early Settlers' Association," No. 11, p. 435.

Joseph Burke, of Euclid, held the mail-carrying contract to the eastward, the route running from Cleveland to Hudson, Ravenna, Deerfield, Warren, Mesopotamia, Windsor, Jefferson, Austinburg, Harpersfield, Painesville, and thence back to Cleveland. The two sons of the contractor alternated with each other in covering the route, going on horseback in summer when the roads permitted, and on foot the rest of the time.

In this connection we may be permitted to glance ahead at the experiences of another mail agent, Asael Adams, of Warren (whose school in early Cleveland has been already referred to), who carried the mail on horseback during the war of 1812 and 1813, two years, from Cleveland to Pittsburg. He left Pittsburg every Friday at 6:00 a. m.; arrived at Greensburg by 5:00 p. m.; left at 5:30 p. m.; arrived at Canfield on Saturday by 6:00 p. m.; left at 7:00 p. m.; and arrived at Cleveland on Monday by 10:00 a. m. Then returning, he left Cleveland every Monday at 2:00 p. m.; arrived at Canfield on Wednesday by 6:00 a. m.; left at 7:00 a. m.; arrived at Greensburg the same day by 6:00 p. m.; left at 7:00 p. m.; arrived at Pittsburg on Thursday by 6:00 p. m.

The only post-offices between Pittsburg and Cleveland, at that time, and at which he stopped, were as follows: Beavertown, New Lisbon, Canfield, Deerfield, Hartland, Ravenna, Hudson and Gallatin; thence by Aurora, Mantua, Palmyra, Canfield, New Lisbon, Greensburg and Beavertown to Pittsburg, once a week. He received as salary \$186<sup>3</sup> per quarter of a year during the continuance

<sup>3</sup> The salary above mentioned was not the only good this pioneer mail-carrier secured on his travels. At Canfield, Ohio, he gained a wife, in the person of Lucy Mygatt, whose father was a merchant and postmaster at that point. Mr. Adams established a general store in Warren, in 1814, and became one of the leading merchants of that place. In the early days of his mercantile career his goods, purchased in New York City, were carried in large wagons over the Alleghany mountains, by the way of Pittsburg, to Warren. Money was very scarce, and he sold goods to the farmers on one year's time, and received from his customers wheat, deer-skins, deer horns, scorched salts, horses, cattle, hogs, sheep and hickory-nuts, in payment for dry goods, drugs, groceries and hardware. The

of his contract, to be paid in drafts on postmasters on the route, as above mentioned, or named at the option of the Postmaster-General, Gideon Granger. He was also authorized as contractor to carry newspapers, other than those conveyed in the mail, for his own emolument. Often while riding one horse, he would lead another, loaded with articles for the pioneers from Pittsburg. Dense woods skirted both sides of the bad roads almost the whole of the way from Pittsburg to Cleveland. Wolves, bears and other wild animals roamed through these great forests, and often in the dark nights made the lonesome journey of the belated mail-carrier exceedingly unpleasant. There were no bridges over the rivers and streams, which were often very high. He would fasten the mail bag about his shoulders and swim his horse over the swollen rivers, often wet to the skin, and not a house within several miles distance.

In the matter of population, Cleveland (in 1809) lost one of its older residents, and gained several others who were in every sense desirable additions. Amos Spafford was elected a member of the lower house of the State Legislature, as a representative from Geauga County, to which Cleveland yet belonged. He soon received the appointment of collector of the new port of entry established on the Maumee River, and in the spring of the year following removed to Perrysburg.<sup>4</sup>

articles, wheat, deer-skins, etc., received by Adams were sent to Pittsburg, and sold for cash and goods. The scorched salts were sent in wagons to Ashtabula, thence to Buffalo by water, and exchanged for window-glass, and the glass brought back by the lake and by wagon to Warren, again to be traded to the farmers. A large business for those days was transacted by exchange, with but very little money in circulation.

<sup>4</sup> "His first return to the Government shows that the amount of exports, at the expiration of the first quarter, was three thousand and thirty dollars. It consisted of three thousand dollars' worth of coon, bear and mink skins, and thirty dollars' worth of bear's oil. Major Spafford cultivated a piece of land, including Fort Meigs, built several out houses, and acquired considerable property here, previous to the war (1812). He was a man very much esteemed by the American and French inhabitants; was, indeed, an adviser and friend to all the early settlers. . . . He retained his office of collector until 1818, when he died at his residence."—"Whittlesey's Early History of Cleveland," p. 348.



One of the additions referred to, came in the person of Stanley Griswold, who remained about long enough to be called an Ohio man, and made eligible to office, and then passed on to higher duties. A citizen of Connecticut, he had been appointed, in 1805, secretary for the Territory of Michigan, under Governor Hull, and collector of the port of Detroit. Because of political complications, he resigned, and removing to Cleveland, took up his residence at Doan's Corners. He was soon drafted into the public service, and the township records for 1809 show his name as clerk, in place of Nathaniel Doan, who had served for some years. A vacancy from Ohio occurring in the United States Senate, Governor Huntington appointed Mr. Griswold to fill out the term, and he soon left for Washington.

It was while *en route* to the National Capital that Senator Griswold, in correspondence with a friend,<sup>5</sup> wrote a letter that suggests some faith in the future of Cleveland, with a thorough understanding of its drawbacks in the present. It is in response to an inquiry as to the chances for a physician in the infant settlement. "I have consulted," he says, "the principal characters, particularly Judge Walworth, who concurs with me, that Cleveland would be an excellent place for a young physician, and cannot long remain unoccupied. This is based more on what the place is expected to be, than what it is. Even now a physician of eminence would command great practice, from being called to ride over a large country, say fifty miles each way. There is now none of eminent or ordinary character in that extent. But settlements are scattered, and roads new and bad, which would make it a painful practice. Within a few weeks Cleveland has been fixed upon by a committee of the Legislature as the seat of justice for Cuyahoga County. Several respectable characters will remove to that town. The country around bids fair to increase

<sup>5</sup> In a letter to Hon. James Witherell, under date of Somerset, Pa., May 28, 1809.—"Whittlesey's Early History of Cleveland," p. 426.

rapidly in population. A young physician of the qualifications described by you will be certain to succeed, but for a short time, if without means, must keep school, for which there is a good chance in winter, till a piece of ground, bring on a few goods (for which it is a good stand), or do something else in connection with his practice."

Another important arrival this year was that of Levi Johnson, a native of Herkimer County, N. Y., who was about twenty-four years of age when he cast in his fortunes with those of Cleveland. His usefulness and skill as a builder were seen all about the city, in both



LEVI JOHNSON.

public and private edifices. He constructed for himself a log-cabin on the Euclid road near the Public Square; built the old log court-house and jail combined, on the northwest quarter of the Square; and also the gallows on which the Indian, O'Mic, was hung. In an account of his life, recently published by the association of early settlers, we find this brief tribute to his public usefulness:

He built the first frame house in Cleveland, for Judge John Walworth, where the American House now stands. In 1811, he built the Buckeye House for the father of the now venerable Rodolphus Edwards, on Woodland Hills avenue, and soon afterwards several other houses and barns in Newburg township. In 1813 or 1814, he built the schooner "Ladies' Master," near his residence, which was hauled to the foot of Superior street by ox-teams of the country people, where she was launched. In 1817, he built the schooner "Neptune," on the river, near the foot of Eagle street, which was altogether in the woods. In 1824, he built the first steamboat constructed in

Cleveland, the "Enterprise," just below the foot of St. Clair street. He sailed on the lake till 1830, and then built the old stone lighthouse where the present one now stands, and then the lighthouse at Cedar Point, and set the buoys marking the channel to and in Sandusky Bay; and later he built seventeen hundred feet of the east government pier in this city. Cleveland contains many other substantial evidences of his enterprise and good judgment. He died in 1871.

One of the most noted additions in the line of citizenship that early Cleveland ever received was when Alfred Kelley appeared upon the scene in 1810. His mark upon the fortunes of Cleveland, and the financial legislation of Ohio, was broad and deep, and to the benefit of every measure to which he set his hand. He was born in Middletown, Conn., on November 7th, 1789, was educated in Fairfield Academy, New York, and afterward read law in Whitesborough. In the spring of 1810, when several months short of his majority, he decided to try life and fortune for himself, and set off for the far west of Ohio. The journey was made on horseback, and he and Dr. Jared P. Kirtland came in company with Joshua Stow. He reached Cleveland at an opportune time, as Cuyahoga County had just taken its position as a separate organization, and its courts had been for the first time constituted. While Samuel Huntington, who was also a lawyer, had preceded Mr. Kelley by some years, he had never entered upon practice here, so to all real intent, Mr. Kelley was Cleveland's first lawyer of note. He was certainly the first to put up his sign in Cuyahoga County.



ALFRED KELLEY.

In the November term of court, Peter Hitchcock moved



that Mr. Kelley be admitted to practice, and his name was soon upon the roll. It certainly was an occasion of interest to the young man, as it was the twenty-first anniversary of his birth, saw him become a member of a bar, to which he afterwards should lend such honor and luster, and also gave him his first office, as he was immediately made public prosecutor. He held this office until 1821, when he voluntarily relinquished it; was the first president of the incorporated village of Cleveland; represented Cuyahoga County in the General Assembly, and remained in that position almost continuously from 1814 to 1822, when he became one of Ohio's canal commissioners, and entered upon the greatest labor of his life. In 1830, Mr. Kelley removed to Columbus; served again in the Legislature, and as State Fund Commissioner saved the State—almost entirely through his own practical ability and personal influence—from the stain of repudiation. His useful life was ended on December 2nd, 1859. We shall see him again and again in the course of this narrative in connection with the great canal and railroad interests that did so much for Cleveland.

There was a noted addition to the population of Cleveland in the medical line in 1810, almost equal in importance to that of the law above mentioned. The suggestions of Senator Griswold that there was an opening for an able young physician, and that he would have enough of hard work, was made good in the case of Dr. David Long, who reached here in June of the year above named. He was a native of Washington County, N. Y., and had graduated in medicine in New York City. He was Cleveland's first resident physician, and when he arrived there were no physicians nearer than Painesville, Hudson, Wooster and Monroe. His practice was extensive, and many illustrative and entertaining incidents in connection therewith might be related: "Dr. Long was a public-spirited man," says his chief biographer,<sup>6</sup> "and interested in whatever

<sup>6</sup> "Pioneer Medicine on the Reserve," by Dudley P. Allen, M. D.  
—"Magazine of Western History," Vol. III., p. 286.



NORVAL-JOHN

THE VALLEY OF THE CUYAHOGA, 1846.





concerned the welfare of the community. He was a successful candidate for the office of county commissioner at a time when the location of the court-house greatly excited the interest of the county. One commissioner favored Newburg and another Cleveland, and the election of Dr. Long determined its location in Cleveland. He was engaged in various business enterprises, but a contract for building a section of the canal proved to be an unfortunate business venture, though it was of great importance to the commercial interests of Cleveland. In 1836, Dr. Long removed from Superior street to a farm on what is now Woodland avenue, but was then called Kinsman street. Here he built first the stone house occupied by the late Erastus Gaylord, and afterward the house still standing on the corner of Woodland and Longwood avenues, in which house he lived till the time of his death, September 1, 1851, at the age of sixty-four years."

The store of Elias and Harvey Murray became one of the local mercantile features of this year (1810); Major Carter built a warehouse on Union lane either in this year or the one preceding, showing that business was growing down in that section of the village; and Elias Cozad built out at Doan's Corners the first tannery operated in Cleveland, and this was followed by a like structure erected by Samuel and Matthew Williamson, either toward the end of this year or the opening of 1811.

The record of 1810 can be ended well by a summary of the steps by which, in this year, Cuyahoga County became a distinct organization upon its own merits. It will be remembered that such part of the present county as lies east of the river was, in 1788, made a part of Washington County, with the county-seat away down upon the Ohio, at Marietta. Such portion of the county as lies west of the river, was embraced in the county of Wayne, created in 1796, with the seat at Detroit. In July, 1797, the portion of the Reserve east of the river became a part of Jefferson County, with the county-seat

at Steubenville. When Trumbull County was organized, in 1800, it embraced all of the Western Reserve, including the Fire Lands, and the group of Lake Erie islands off Sandusky. In 1806, the county of Geauga was set off from Trumbull, and included the main portion of the present Cuyahoga. Huron County had a legal existence in 1809. By an act of the legislature of February 10th, 1807, Portage, Ashtabula and Cuyahoga were created, and under this act the last named was declared to "embrace so much of the county of Geauga as lay west of the ninth range of townships." The boundaries were fixed as follows: "On the east side of Cuyahoga River, all north of town five, and west of range nine; on the west side of the river, all north of town four, and east of range fifteen; a space between ranges fourteen and twenty on the west; and the County of Huron, being attached to Geauga for judicial purposes."

There was an alteration in the line between Cuyahoga and Huron Counties in 1811, and when Medina County was created in 1812, another change in the western boundary of Cuyahoga was made. When Lorain was organized in 1824, there was still another small disturbance along the same line. The township of Willoughby, on the east, was lost in 1840, when Lake County was created; and in 1841 a portion of Orange township was annexed to Geauga, and a strip of Russell, in Geauga, was transferred to Cuyahoga; but in 1843 the tract taken from Orange was restored.

## CHAPTER VII.

### IN THE TIME OF WAR.

In the letter of Senator Stanley Griswold, previously quoted, he states that a committee of the Legislature<sup>7</sup> had, in 1809, been charged with the duty of locating the seat of justice for Cuyahoga County. This commission was met by the urgent claims of both Cleveland and Newburg, which place last named had a population fully as large as her rival, and was regarded as the more healthful location of the two. Cleveland carried the day, not so much because of present advantages, as for its prospects in the future.

The independent judicial existence of Cuyahoga County, therefore, commenced in May, 1810, when the Common Pleas Court was organized. Hon. Benjamin Ruggles was presiding judge, and Nathan Perry, Sr., Augustus Gilbert, and Timothy Doan, associate judges. The first official staff of the county elected, or appointed by the judges of the court, or otherwise, was as follows:

*Prosecuting Attorney:* Peter Hitchcock (of Geauga County), appointed in June; succeeded in November by Alfred Kelley.

*Clerk and Recorder:* John Walworth.

*Sheriff:* Smith S. Baldwin.

<sup>7</sup> Col. Whittlesey ("Early History of Cleveland," p. 368) has preserved a copy of the bill presented by one of these commissioners, addressed to Abraham Tappan, Esq.:

"Columbiana County, Ohio, October, 1809.

"*Dear Sir:*—I have called on Mr. Peaies for my Pay for fixing the Seat of Justis in the county of Cuyahoga and he informt me that he did not Chit it. Sir, I should take it as a favour of you would send it with Mister Peaies at your Nixt Cort and In so doing will oblige Your humble Sarvent.—R. B... r.

"A Leven Days Two Dollars per day, Twentytwo Dollars."



*County Commissioners:* Jabez Wright, Nathaniel Doan.  
*Treasurer:* Asa Dille.  
*Surveyor:* Samuel S. Baldwin.

The first session of the court was held at the newly-erected store of Elias and Harvey Murray on Superior street, which had not been occupied. One indictment was presented for petit larceny, several for selling foreign goods without license, and others for selling whisky to the Indians. The session of the succeeding June had to deal with three criminal prosecutions and five civil suits. There was one case of "trespass on the case for eleven hundred white fish of the value of \$70, which came into the hands of the defendant by 'finding,' but who refused to give them up on demand, and converted them to his own use." This suit was laid over until the next term, when the plaintiff failed to appear, and it was dismissed. The other cases have been thus described: "Alfred Kelley appears in the second case on the docket, on behalf of Ralph M. Pomeroy *vs.* James Leach. Suit on a note of hand dated October 27, 1808, 'at Black Rock, to-wit, at Cleveland,' for \$80, and in another sum of \$150. This case was continued one term, and then discontinued by settlement. And now, in the third case, the famous old pioneer, Rodolphus Edwards, was chosen defendant in the suit of one John S. Reede. It was an appealed case from Justice Erasmus Miles' court, by the plaintiff, the justice having decided that the plaintiff had no case against Edwards. The plaintiff failed to prosecute his appeal, and the old pioneer was decreed to 'go' with judgment for his costs, \$8.54. R. B. Parkman was defendant's attorney. The fourth case was an action of ejectment for a farm in Euclid, in which Alfred Kelley appeared for the heirs of Aaron Olmsted, of East Hartford, Conn., *vs.* Richard Fen, and James Lewis, the tenant; Samuel W. Phelps, attorney for defendants."<sup>8</sup>

At the November term, an indictment was presented

<sup>8</sup> F. T. Wallace in "The Bench and Bar of Cleveland," Cleveland, 1889, p. 21.

against one Daniel Miner, for "not having obtained such license or permit as the law directs to keep a tavern, or to sell, barter or deliver, for money or other article of value, any wine, rum, brandy, whisky, spirits or strong drink by less quantity less than one quart, did, with intent to defraud the revenue of the county, on the 25th of October last past, sell, barter and deliver at Cleveland aforesaid, wine, rum, brandy, whisky and spirits by less quantity than one quart, to-wit, one gill of whisky for the sum of six cents in money, contrary to the statute, etc." To this a plea of guilty was entered, and was followed by a fine of twenty-five cents. Another indictment against the same person was to the effect that with "men and horses, with force and arms, ferry over Rocky River," without a license, and for this offense he was fined five dollars and a bill for costs.

In like manner this early court, during its first years of existence, saw Ambrose Hecox charged with selling "one-half yard of cotton cambric, six yards of Indian cotton cloth, one-half pound Hyson skin tea, without license, contrary to the statute law regulating ferries, taverns, stores, etc;" Erastus Miles prosecuted for selling liquor to the Indians; Thomas McIlrath for trading one quart of whisky for three raccoon skins; and John S. Reede and Banks Finch for engaging in a "fight and box at fisticuffs." The indictment declared in solemn form that "John S. Reede, of Black River, and Banks Finch, of Huron township, in said county, on the 1st day of February, 1812, with force and arms, in the peace of God and the State, then and there being, did, then and there with each other agree, and in and upon each other did then and there assault and with each other did then and there wilfully fight and box at fisticuffs, and each other did then and there strike, kick, cuff, bite, bruise, wound and ill-treat, against the statute and the peace and dignity of the State of Ohio."

From May, 1810, to May, 1814, one hundred and nine civil suits were entered, the greater number of them be-

ing petitions for partition of lands, generally of non-resident heirs, living in Connecticut. In 1814, there was a conviction for theft, and the offender was sentenced "to be taken to the public whipping-post in Cleveland, and that he be whipped fifteen stripes on the naked back, and be imprisoned in jail ten days and pay a fine of one hundred dollars." There is nothing upon the record to show that this sentence was carried out. The memories of the oldest settlers, some of whom have been recently questioned upon this subject, fail to furnish the least light upon the question whether or not early Cleveland was disgraced by the presence of this remnant of barbarism.\*

There appears one case against a father for decoying his son away before the expiration of his term of apprenticeship; a suit for slander in 1812; and the first application for divorce in 1816. From 1820 to 1835, but thirty suits of this character were commenced, and in a large number of cases the differences were composed before the cause was called in court. The only lawyers who appear of record during the first four years are Thomas D. Webb, Alfred Kelley, Robert B. Parkman, Samuel W. Phelps, Peter Hitchcock, John S. Edwards and D. Redick.

There was an annual session of the Supreme Court of Ohio in the several counties, under the early judicial system, and the first session in Cuyahoga was held in August, 1810, when William W. Irwin and Ethan A. Brown organized the Court, and appointed John Walworth clerk. Al-

\* "But for the judicial record, the ancient colonial institution would have had no 'standing' in court. It does not seem to have developed into the dignity of a fascinating legend, or the gravity of a classic myth. It is possible, however, that some forehanded individual, whose remote ancestors delighted in whipping-posts for witches, who had made his fortune as a sutler in the then late war, erected a 'post' somewhere near the log court-house in the Public Square, and donated it to the public, as elaborate and artistic drinking fountains are erected and donated in modern times by benevolent millionaires, whom the public thanks and blesses, but never partakes of the beverage."—F. T. Wallace in "The Bench and Bar of Cleveland," p. 24.



fred Kelley was admitted to practice in the Supreme Court.

The year 1811 was one of rather humdrum quiet, the little town on the Cuyahoga going on with few changes or events worthy of record. A pen-picture of Cleveland, as it appeared toward the end of that year or the early part of 1812, has been drawn by a careful observer<sup>10</sup> who was here at that time, and as it takes the combined form of a verbal map and a census, space may be well employed for its reproduction. "The following, to the best of my recollection," said he, "are the names of men who lived in what was then Cleveland, in the fall of 1811 and spring of 1812. Possibly a few names may be missing. I will begin north of the Kingsbury creek, on Broadway: The first was Maj. Samuel Jones, on the hill near the turn of the road; farther down came Judge John Walworth, then postmaster, and his oldest son, A. W. Walworth, and son-in-law, Dr. David Long. Then, on the corner where the Forest City House now stands, was a Mr. Morey. The next was near the now American House, where the little post-office then stood, occupied by Mr. Hanehet, who had just started a little store. Close by was a tavern, kept by Mr. George Wallace. On the top of the hill, north of Main street, Lorenzo Carter and son, Lorenzo, Jr., who kept tavern also. The only house below on Water street was owned by Judge Samuel Williamson, with his family and his brother Matthew, who had a tannery on the side hill below. On the corner of Water and Superior streets was Nathan Perry's store, and his brother, Horace Perry, lived near by. Levi Johnson began in Cleveland about that time, likewise two brothers of his, who came on soon after; Benjamin, a one-legged man; and I think the other's name was John. The first and last were lake captains for a time. Abraham Hickox, the old blacksmith; Alfred Kelley, Esq., who boarded with 'Squire Walworth at that time; then a Mr. Bailey, also Elias and Harvey Murray, and perhaps a very few others

<sup>10</sup> "Names of Early Settlers Whom I Knew," by Y. L. Morgan.—  
"Annals of Early Settlers' Association," No. 3, p. 67.

in town not named. On what is now Euclid avenue, from Monumental Square through the woods to East Cleveland, was but one man, Nathan Chapman, who lived in a small shanty, with a small clearing around him, and near the present Euclid Station. He died soon after. Then at what was called Doan's Corners lived two families only, Nathaniel, the older, and Maj. Seth Doan. Then on the south, now Woodland Hills avenue, first came Richard Blin, Rodolphus Edwards, and Mr. Stephens, a school teacher; Mr. Honey, James Kingsbury, David Burras, Eben Hosmer, John Wightman, William W. Williams, and three sons, Frederick, William W., Jr., and Joseph. Next, on the Carter place, Philomen Baldwin, and four sons, Philomen, Jr., Amos, Caleb and Runa. Next, James Hamilton; then Samuel Hamilton (who was drowned in the lake), his widow, and three sons, Chester, Justice and Samuel, Jr., in what was called Newburg and now Cleveland. Six by the name of Miles—Erastus, Theodore, Charles, Samuel, Thompson, and Daniel. Widow White with five sons, John, William, Solomon, Samuel, and Lyman. A Mr. Barnes, Henry Edwards, Allen Gaylord, and father and mother. In the spring of 1812, came Noble Bates, Ephraim and Jedediah Hubbel, with their aged father and mother (the latter soon after died); in each family were several sons; Stephen Gilbert, Sylvester Burk, with six sons, B. B. Burk, Gaius, Erectus, etc.; Abner Cochran, on what is now called Ætna street. Samuel S. Baldwin, Esq., was sheriff and county surveyor, and hung the noted Indian, John O'Mic, in 1812. Next, Y. L. Morgan, with three sons, Y. L., Jr., Caleb, and Isham A. The next, on the present Broadway, Dyer Sherman, Christopher Gunn, Elijah, Charles, and Elijah Gunn, Jr; Robert Fulton, Robert Carr, Samuel Dille, Ira Ensign, Ezekiel Holly, and two sons, Lorin and Alphonso, Widow Clark and four sons, Mason, Martin, Jarvis, and Rufus."

Isham A. Morgan, who, also, saw Cleveland for the first time in 1811, has added some points of detail to the

above.<sup>11</sup> "Then what now is a grand and growing city, could hardly be called a village. A few houses of the primitive order located along Superior street between the river and the Public Square, with here and there a temporary dwelling in the bushy vicinity, gave but a slight indication that it was the beginning of a future large city. I remember when there was no court house in Cleveland, nor a church building in Cuyahoga County, nor a bridge across the river from the outlet to Cuyahoga Falls. The outlet of the river, at that time, was some 120 yards west of where it is now (1881), and was sometimes completely barred across with sand by storms, so that men having on low shoes have walked across without wetting their feet. A ferry at the foot of Superior street, consisting of one flat-boat and a skiff, answered the purpose to convey over the river all who desired, for quite a number of years.

. . . The first water supply for extinguishing fires in Cleveland was a public well eight feet across, with a wheel and two buckets, situated on Bank street, near Superior. In those days nearly every family had a well at their back door, of good water for every purpose except washing. To supply water for washing, when rain water failed, Benhu Johnson, a soldier of the war of 1812-14 (who lost a leg in the campaign and substituted a wooden one), with his pony and wagon, supplied as many as needed, from the lake at twenty-five cents a load of two barrels; and Jabez Kelley furnished the soap at a shilling a gallon, made at his log soap and candle factory, located on Superior street, near the river. . . . Where Prospect street is now, next to Ontario, was the old cemetery, surrounded by bushes and blackberry briars. Outside of the cemetery, west, south and east, the forest stood in its native grandeur. On Ontario street, a little south of the old cemetery, was a large mound, supposed to be the work of the Mound Builders of prehistoric times. It stood several years after we came,

<sup>11</sup> "What I Recollect," by I. A. Morgan.—"Annals of the Early Settlers' Association," No. 2, p. 59; No. 7, p. 14; No. 11, p. 408.



before it was made level with the surrounding earth."

The year 1812 was in marked contrast to the one preceding it, as the shadow of the second great war with England fell across the threshold of Cleveland, and there was no lack of stir, turmoil, apprehension, and danger. Although actual hostilities never touched the city, and no force of the enemy appeared at its gates, the center of the war upon the lakes and in the west was near enough to keep it in hourly fear, and to make the port of Cuyahoga an important base for supplies, and a point for the gathering and moving of troops.

Congress, on the 18th of June, declared war, and on June 28th a swift-riding expressman came galloping into Cleveland, with the announcement of that important fact. Ten days of the most rapid work of which horse-flesh, with frequent relays, was possible, had been consumed in carrying the news from the Potomac to the Cuyahoga.



GEN. W. H. HARRISON.

This news meant much to all this thinly-settled and undefended portion of the west. The fear of England was a secondary consideration; but England had fostered the friendship of the Indians, and there was no telling what fearful havoc might be wrought by these savage allies of the foreign foe. The hope of regaining her lost colonies had never been relinquished by England; and the secret endeavors of

her diplomats to foment disturbances upon the western frontiers of the United States, and open the way for an Indian uprising, that should destroy the power of our government in these sections, had much to do with the action of the United States in declaring war.

During this war, Cleveland became one of the important

military stations of the lake country. It was the place of gathering for the militia of this section, whose services were made use of by the government. Fort Huntington, a small stockade, was erected on the shore of the lake near the foot of Seneca street, and named after Ohio's recent governor. Major Jessup, of the United States Army, was in command; and the fort was largely used as a guard-house for soldiers who were under arrest.

The declaration of war did not come as a surprise, as such action had been expected for some time. The people were therefore prepared for action when the messenger rode in with his news, and such measures for defense as were possible were taken. Arms and ammunition were issued, and the militia were drilled in a manner that suggested service, rather than muster-day. There was naturally great anxiety, as no one could tell at what moment a British war-ship might anchor off the harbor and knock the little town to pieces, or a band of Indians creep in by night and give the settlement to fire and death.

The hope of the settlers pointed in two directions. They depended upon General Van Rensselaer, on the Niagara, to defend them toward the east, and General Hull, at Detroit, to guard them upon the west. It was further believed that the forces under these two leaders would be able at an early day to conquer that portion of Canada north of Lake Erie, and thus remove the main danger in that direction. That hope was somewhat dampened, when a messenger brought the news that Hull had advanced into Canada, been driven back, and was now endeavoring to hold his own upon the American side of the Detroit River.

Worse news was to follow, and along in August came the dire intelligence that Hull had surrendered his entire force, and that the British and their Indian allies were already in possession of one of the most important military and civil posts in the west.

No one could tell at what hour the successful foe might

come sweeping along the south shore of Lake Erie, upon a work of devastation and death. The excitement in Cleveland was naturally at fever heat. Messengers were quickly mounted and sent in all directions to carry the warning, and ask for aid. One was sent directly to General Wadsworth,<sup>12</sup> at Canfield, asking him to lend such aid as the militia under his command could give. The manner in which the people received the news has been described by eye-witnesses, whom it is my privilege to quote direct. Alfred Kelley<sup>13</sup> says: "Information was received at Cleveland, through a scout from Huron, that a large number of British troops and Indians were seen from the shore, in boats, proceeding down the lake, and that they would probably reach Cleveland in the course of the ensuing night. This information spread rapidly through the surrounding settlements. A large proportion of the families in Cleveland, Newburg (then part of Cleveland), and Euclid, immediately on the receipt of this news, took such necessary articles of food, clothing and utensils as they could carry, and started for the more populous and less exposed parts of the interior. About thirty men only remained, determined to meet the enemy if they should come, and, if possible, prevent their landing. They determined at least to do all in their power to allay the panic, and prevent the depopulation of the country. Several ladies of Cleveland, among whom were Mrs. George Wallace, Mrs. John Walworth and Mrs. Dr. Long, resolved not to desert their husbands and friends. When Mrs. Long was told that she could not fight or forcibly oppose

<sup>12</sup> "The news (of Hull's surrender) reached General Wadsworth, at Canfield, on the 22nd of August, who, without authority from Governor Meigs or the general Government, issued an order on the same day for the entire division to rendezvous at this place." The "Trump of Fame" (of Warren), in its issue of September 2nd, said: "As soon as the news of the fall of Detroit was confirmed, every man ran to arms; old and young, without distinction of politics, repaired to the post of danger. None waited for the formality of orders, but every one, whether exempt from military duty or not, put on his armor."—Western Reserve Historical Society's Tract No. 51, p. 116.

<sup>13</sup> Whittlesey's "Early History of Cleveland," pp. 450-451.



the enemy, she replied that she 'could nurse the sick—wounded—encourage and comfort those who could fight; at any rate she would not, by her example, encourage disgraceful flight.' "

Isham A. Morgan<sup>14</sup> adds some details of interest: "One day the people at the mouth of Huron River discovered parties coming in boats; they were a good deal alarmed, as they supposed them to be British and Indians to be let loose on the almost defenseless settlers. A courier was immediately sent to Cleveland to give the alarm there. Major Samuel Jones, of Cleveland, got on his horse and scoured the country round, telling the people to go to Doan's Corners, and there would be a guard to protect them as best they could. My brother yoked and hitched the oxen to the wagon, as we then had but one horse. After putting a few necessary articles into the wagon and burying a few others, all went to Doan's Corners—East Cleveland, where most of the people in Cleveland and vicinity assembled. My father had been ill with a fever, and was scarcely able to be about; he took the gun, which had been brought along, and handed it to my brother,



COMMODORE O. H. PERRY.

Y. L. Morgan, who was a good shot, and said to him, 'If the Indians come, you see that there is one less to go away!' That night was spent in expectation not the pleasantest. A few men had stayed in Cleveland, to watch developments there. In the morning, Captain Allen Gaylord was seen approaching the encampment, waving his sword, and saying, 'To your tents, oh Israel! General Hull has surrendered to the British general, and our men, instead of Indians, were seen off Huron. They are returning to their

<sup>14</sup> "Incidents in the Career of the Morgan Family," by Isham A. Morgan.—"Annals of the Early Settlers' Association," No. 5, p. 26.

homes.' Thankful were all that it turned out with them to be nothing worse than the inconvenience of fleeing from their homes on short notice under unpleasant circumstances."

While the refugees were gathering out at Doan's Corners, a little band of men were down at Cleveland, determined to meet the foe with such resistance as they could offer. When night came on they posted sentinels along the water front, and lay down to rest, but were soon awakened by an alarm that a vessel was approaching.

The men sprang to their arms, and lined up along the landing-place, ready to answer the first sign of an attack. A challenge was shouted from the shore, and back came the response, "We are paroled prisoners of Hull's army!"

The army of defense became a committee of welcome, and the troops were brought ashore, and cared for. Some of them were suffering from wounds, and were carried up to the still vacant Murray store on Superior street, which was turned into a temporary hospital.

Two companies of militia were ready for service within the present limits of the city, one hailing from Cleveland and one from Newburg. The Clevelanders mustered about fifty men, each being uniformed in his citizen's suit, and armed with his own rifle or shotgun, whatever the make. In a few months the company disbanded, subject to call. The full company roll is here given:

*Captain:* Harvey Murray.

*Lieutenant:* Lewis Dille.

*Ensign:* Alfred Kelley.

*Sergeants:* Ebenezer Green, Simeon Moss, Thomas Hamilton, Seth Doan.

*Corporals:* James Root, John Lauterman, Asa Dille, Martin G. Shelhouse.

*Drummer:* David S. Tyler.

*Fifer:* Rodolphus Carlton.

*Privates:* Aretus Burk, Allen Burk, Charles Brandon, John Bishop, Moses Bradley, Silas Burk, Sylvester Beacher, James S. Bills, John Carlton, Mason Clark, Anthony Doyle, Luther Dille, Samuel Dille, Samuel Dodge,

Moses Eldred, Samuel Evarts, Ebenezer Fish, Zebulon R. S. Freeman, Robert Harberson, Daniel S. Judd, Jackson James, John James, Stephen King, Guy Lee, Jacob Mingus, Thomas McIlrath, William McConkey, Samuel Noyes, David Reed, John Sweeney, Parker Shadrick, Luther Sterns, Bazaleel Thorp, John Taylor, Thomas Thomas, Hartman VanDuzen, Joseph Williams, Matthew Williamson, John Wrightman, William White, Joseph Burk, Robert Prentice, Benjamin Ogden.

A somewhat similar company was organized in Newburg, under the command of Captain Allen Gaylord, whose Scriptural admonition to the fugitives at Doan's Corners has been noted already.

General Wadsworth<sup>15</sup> made immediate response to the request for help that frightened Cleveland had sent him. He ordered all the militia of his division into the field, and on August 23rd left Canfield for the lake shore, escorted by a company of horsemen. He came by way of Hudson, Bedford and Newburg, and reached Cleveland on the afternoon of the 24th, receiving a most hearty welcome.

With him came Elisha Whittlesey, who so long represented one of the districts of the Reserve in Congress, and also Benjamin Tappen, another prominent man of his day, both of whom were Wadsworth's aids. Col. Lewis Cass reached Cleveland from Detroit on the same evening, and his denunciation of Hull's surrender was expressed in terms of the most vehement anger. He was then *en route* to Washington, and was accompanied upon his journey by Ex-Governor Huntington, who had ridden over from his home in Painesville, and met these other distinguished gentlemen in Cleveland.

<sup>15</sup> Elijah Wadsworth was born at Hartford, Conn., on November 4th, 1747. He served in the Revolutionary War with honor, coming out with the title of captain. In 1802, he removed to Canfield, Ohio, where he owned considerable land. In 1804, he was made major-general of the Fourth Division Ohio Militia, embracing the northeastern part of the State. He rendered loyal service to his country in the War of 1812, and died at Canfield on December 30th, 1817. General Wadsworth built the first frame house in Canfield. At Litchfield, Conn., he built the house in which Dr. Lyman Beecher afterwards lived, and in which Henry Ward Beecher was born.



Mr. Huntington carried to the war department a letter from General Wadsworth, in which he described the situation in this section, and set forth his needs. He informed the Secretary of War that he had called out three thousand men; was in need of arms, equipments, ammunition and rations, and asked for immediate aid; but, like the prompt man he was, did not sit idle and wait for a response. He appointed three commissioners, whose business it was to purchase food and forage from the people, giving certificates in return, which were based upon the future good faith of the government.

Toward the end of August, an accession of force came in the person of General Simon Perkins,<sup>16</sup> who was accompanied by quite a body of militia. He was sent to the Huron River, with a thousand men, with orders to protect the people, and build block-houses where needed. General R. Beall was also dispatched in the same direction, with another body of troops; while Wadsworth soon followed with the greater part of his remaining force.

When General William Henry Harrison took command in the northwest, General Perkins, at the head of some five hundred men, was stationed near the mouth of the Huron River, and before long came in conflict with a force of British and Indians, and fought the engagement known in Ohio history as the "Battle of the Peninsula." Soldiers from the Cuyahoga were engaged, and one member of the Cleveland company—James S. Hills, was killed, and two others wounded.

Only a small guard was on duty at Cleveland during the quiet that accompanied the winter of 1812-13. With

<sup>16</sup> Simon Perkins was a prominent figure in the early history of the Reserve, and his sons have been in later years counted among the best and most useful citizens of this quarter of Ohio. He was born on September 17th, 1771, at Lisbon, Conn., of one of the best known Puritan families of New England. He was a surveyor by profession, and in 1798 came to Ohio in the interests of the Connecticut Land Company, and remained as its agent at Warren until the final winding up of its affairs in 1831. He filled many offices of trust, and gave good service as a general of the Ohio Militia in the War of 1812. He died in November, 1844. He was the father of Joseph Perkins, of Cleveland, and of Jacob and Henry B. Perkins, of Warren.



BURIAL OF THE DEAD, AFTER PERRY'S VICTORY, SEPTEMBER 10th, 1813.





the spring came Major Jessup, of the regular army, who took command at this point. A company of regular troops under command of Captain Stanton Sholes arrived in May of this year; and under his orders a plain, but substantial, hospital was erected. It was also at this time that Fort Huntington, already referred to, was constructed. It was built of logs some twelve feet long, that were sunk into the ground three or four feet; the sides of those adjoining each other being hewed down for a few inches, thus fitting them solidly together. This formed a good defense against small arms, while dirt was heaped up against the outside, to deaden the effect of heavier missiles. Trees and brush were next cut and piled along the side toward the lake, making a long abatis very difficult to scale.

Captain Sholes, in the later days of peace, after his country had passed through its war with Mexico, and was upon the verge of the most terrible conflict of all—in 1858, when 87 years of age—penned an account of his reception in Cleveland on May 10th, 1813, when his company of regulars marched into the city. “I halted my company,” said he, “between Major Carter’s and Wallace’s. I was here met by Governor Meigs, who gave me a most cordial welcome, as did all the citizens. The Governor took me to a place where my company could pitch their tents. I found no place of defense, no hospital, and a forest of large timber (mostly chestnut), between the lake, and the lake road. There was a road that turned off between Mr. Perry’s and Major Carter’s that went to the point, which was the only place that the lake could be seen from the buildings. This little cluster of buildings was all of wood, I think none painted. There were a few houses further back from the lake road. The widow Walworth kept the post-office, or Ashbel, her son. Mr. L. Johnson, Judge Kingsbury, Major Carter, N. Perry, Geo. Wallace, and a few others were there. At my arrival I found a number of sick and wounded who were of Hull’s surrender, sent here from Detroit, and more coming. These were crowded into a log-cabin, and no one to

care for them. I sent one or two of my soldiers to take care of them, as they had no friends. I had two or three good carpenters in my company, and set them to work to build a hospital. I very soon got up a good one, thirty by twenty feet, smoothly and tightly covered, and floored with chestnut bark, with two tier of bunks around the walls, with doors and windows, and not a nail, or screw, or iron latch or hinge about the building. Its cost to the Government was a few extra rations. In a short time I had all the bunks well strawed, and the sick and wounded good and clean, to their great joy and comfort, but some had fallen asleep. I next went to work and built a small fort, about fifty yards from the bank of the lake, in the forest. This fort finished, I set the men to felling the timber along and near the bank of the lake, rolling the logs and brush near the brink of the bank to serve as a breastwork. On the 19th of June, a part of the British fleet appeared off our harbor, with the apparent design to land. When they got within one and a half miles of our harbor, it became a perfect calm, and they lay there till afternoon, when a most terrible thunderstorm came up, and drove them from our coast. We saw them no more as enemies. Their object was to destroy the public or government boats, then built and building, in the Cuyahoga River, and other government stores at that place."<sup>17</sup>

The war vessels to which Captain Sholes refers were the "Lady Provost," the "Queen Charlotte,"<sup>18</sup> and several smaller vessels. Had an attempt been made to land, the city was prepared to make a valiant defense; as each

<sup>17</sup> From a letter to John Barr, secretary of the Cuyahoga County Historical Society, under date of July, 1858.—Whittlesey's "Early History of Cleveland," p. 442.

<sup>18</sup> The following note concerning these vessels is from the pen of Hon. O. J. Hodge: "The following 10th of September these two vessels composed a part of the British force under Captain Robert H. Barclay, in the memorable naval battle when Oliver H. Perry gained his great victory. Both were captured in that fight. After the war, the 'Lady Provost,' in 1815, was sold to a Canadian merchant, and for many years did service in the carrying trade of the lakes. The 'Queen Charlotte,' after the war, was sunk for preservation in Misery Bay, but some years later was raised, fitted out, and sailed as a merchantman on the lakes."

man who could muster a gun saw that it was well loaded, and hastened to the water front. There was one small cannon in the place, and for lack of a better carriage, it was swung upon the hind wheels of a wagon, and loaded ready for business. The battle was never fought, as for once the sudden squalls for which Lake Erie is famous sprang up, and drove the enemy away.

A visit from General Harrison, on a tour of inspection, was one of the events of the midsummer. He was accompanied by his staff, among whom were Governor Huntington, Major George Tod, Major Jessup, and Col. Wood. He was cordially received by the people, and remained but three days, when he returned to headquarters at the mouth of the Maumee. When Commodore Perry passed up Lake Erie, just before that memorable battle that won him such glorious fame, and broke the British power in the northwest, his fleet lay off the mouth of the Cuyahoga, while he paid a visit to the shore. Only a few weeks later, the people along the lake shore heard the deep roar of his guns in the still September air. Before long came the glad tidings that have made the 10th of September, 1813, a glorious day in the annals of our country. When Harrison won the battle of the Thames in October, he and Perry came down the lake together, *en route* for Buffalo, and visited Cleveland on the way. They were entertained at a banquet while here, and the Masons of all this neighborhood met them in special session, out at the hospitable home of Judge Kingsbury. Although peace was not formally declared until 1815, the war was at an end so far as Cleveland was directly concerned.

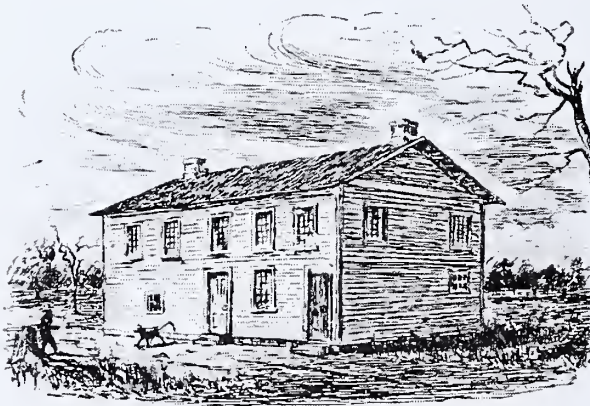
Returning once more to the quiet ways of peace, we find that Cuyahoga County, having come into possession of a court of her own, felt the need of a suitable structure in which the judiciary and the executive officers could be properly housed. A contract was therefore made between the county commissioners and Levi Johnson, for the erection of a court-house and jail on the northwest corner of the Public Square. This work was commenced



in 1812, but was not completed until the summer of the succeeding year. The building was of wood, two stories high, with a jail and living room for the sheriff on the ground floor, and a court room above. It was in this little building that justice, according to the high Cuyahoga standard, was administered for some fifteen years.

It was not ready, however, for either the trial or incarceration of the first man, white or red, tried for murder, and executed, in Cuyahoga County.

There was one, O'Mic,<sup>19</sup> or Poccon, the son of O'Mic, who committed murder for gain, and was compelled to pay the penalty, under the laws of Ohio. A daughter of Judge John Walworth, who knew him as a boy, says that he



FIRST COURT HOUSE AND JAIL.

“was not a bad Indian towards the whites. When we were children at Painesville, we used to play together on the banks of the Grand River, at my father's old residence, which we called Bloomingdale.”

A story is told on the authority of a niece

of Major Carter, that when young John was near sixteen years of age, he entered the Carter garden without permission, and began to help himself to the vegetables. He was ordered away by Mrs. Carter, but instead of going, whipped out a knife and chased her around the house, leaving, only when a stalwart young man appeared upon the scene and drove him away.

<sup>19</sup> There is some question as to this young Indian's name. Col. Whittlesey, quoting Hon. Elisha Whittlesey, calls him simply *O'Mic*, and the same form is used in the court records, with the name *John* prefixed. Mrs. Julianna Long also calls him *John O'Mic*. The “History of Cuyahoga County” says *John Omic*. In his “Pioneer Medicine on the Western Reserve,” Dr. Dudley P. Allen declares that his name was Poccon; that he “was about twenty-one years old, and the son of old O'Mic.”

It is needless to add that when the redoubtable Major came home and heard this story, he set out in instant search of the young rascal, as he was the last man in Cleveland to allow a deed of that kind to go unpunished.

He went to the Indian headquarters, on the other side of the river. It is said that he put a rope in his pocket, with the declaration that he would hang the offender if he caught him—which story has a suggestion of prophecy, if true, as Carter was the chief instrument of O'Mic's execution, some years later. As that may be, the father of the boy was so impressed by the Major's visit, and the remarks he made over there, that a promise was given that young John should be kept on the western shore of the river, and it is further said that the next trip that he made across the river, was when on his way to trial and punishment.

The crime for which he was executed was committed near Sandusky City, Huron County then being attached to Cuyahoga for judicial purposes. Two white trappers, named Buel and Gibbs, were murdered in their sleep and their traps and furs stolen. Three Indians were arrested for the deed; one of them escaped by suicide, and another was let go because of his youth.<sup>20</sup> The third was young O'Mic, who was brought to Cleveland and turned over to Major Carter, who tied him to a rafter in his house, in the absence of a jail.

The crime was committed on April 3d, 1812, and the trial occurred in the same month. The court sat in the open air, at the corner of Water and Superior streets, under the shade of a protecting tree. Alfred Kelley was prosecuting attorney; Peter Hitchcock counsel for the defense. The court records<sup>21</sup> further show that the

<sup>20</sup> This mercy was ill-requited. "The boy was considered as forced into participation by the others, and was suffered to escape, and lived to be the ring-leader of two others in the murder of John Wood and George Bishop, west of Carrying River, in 1816, for which they were all executed in Huron County."—Statement made by Seth Doan, in 1841.—Whittlesey's "Early History of Cleveland," p. 436.

<sup>21</sup> Volume A, Records of the Supreme Court of Ohio for the County of Cuyahoga, is replete with pioneer history. It includes the records of the court from April, 1812, to August, 1824.

judges of court were William W. Irvin and Ethan Allen Brown; sheriff, Samuel S. Baldwin; grand jurors, Asa Smith, Hezekiah King, Horatio Perry, Calvin Hoadley, Lemuel Hoadley, Plinney Mowrey, James Cuddebach, John Shirtz, Benjamin Jones, Jeremiah Everitt, Samuel Miles, Jacob Carad, and Harvey Murray. The petit jurors were Hiram Russell, Levi Johnson, Philemon Baldwin, David Bunnel, Charles Gunn, Christopher Gunn, Samuel Dille, Elijah Gunn, David Barret, Dyer Shearman, William Austin, and Seth Doan.

The indictment charged O'Mic with the murder of Daniel Buel, the crime being committed "with a certain Tomahawk, made of iron and Steele." The trial was of short duration; the verdict "guilty;" and the sentence of death fixed for the 26th of June following.

Many accounts have been written of this pioneer execution which vindicated before the red man the strong power of the white man's law; an event which may well be classed as one of the most dramatic, in all its incidents and surroundings, of any that have happened in the valley of the Cuyahoga. No account yet penned has so well told the story as that of Elisha Whittlesey,<sup>22</sup> who was an eye-witness, and speaks from personal knowledge. I repeat his story in full:

"After his conviction, O'Mic told Mr. Carter and Sheriff Baldwin (who was from Danbury), that he would let the pale faces see how an Indian could die; that they need not tie his arms, but when the time came he would jump off from the gallows. Before Mr. Carter's house, in the direction of Superior street, was an open space, somewhat extensive, and covered with grass. The religious exercises were held there. Several clergymen were present, and I think the sermon was delivered by the Rev. Mr. Darrow, of Vienna, Trumbull County. The military were commanded by Major Jones, a fine-looking officer in full uniform, but he was in the condition that Captain McGuffy, of Coitsville, said he was when he was

<sup>22</sup> "Execution of O'Mic, June 24th, 1812," by the Hon. E. Whittlesey.



commanded to perform an evolution by his company and could not do it. His explanation was, 'I know Baron Steuben perfectly well, but I cannot commit him to practice.'

"O'Mic sat on his coffin in a wagon painted for the occasion. He was a fine-looking young Indian, and watched everything that occurred with much anxiety. The gallows was erected on the Public Square in front of where the old court house was erected. After the religious services were over, Major Jones endeavored to form a hollow square, so that the prisoner should be guarded on all sides. He rode backwards and forwards with drawn sword, epaulets, and scabbard flying, but he did not know what order to give. The wagon with O'Mic moved ahead and stopped; but as the Sheriff doubted whether he was to be aided by the military, he proceeded onward. Major Jones finally took the suggestion of some one, who told him to ride to the head of the line, and double it round until the front and rear of the line met. Arriving at the gallows, Mr. Carter, the Sheriff and O'Mic ascended to the platform by a ladder. The arms of the prisoner were loosely pinioned. A rope was around his neck with a loop in the end. Another was let down through a hole in the top piece, on which was a hook to attach to the rope around the neck. The rope with the hook was brought over to one of the posts, and fastened to it near the ground.

"After some little time, Mr. Carter came down, leaving O'Mic and Sheriff Baldwin on the platform. As the Sheriff drew down the cap, O'Mic was the most terrified being, rational or irrational, I ever saw, and seizing the cap with his right hand, which he could reach by bending his head and inclining his neck in that direction, he stepped to one of the posts and put his arm around it. The Sheriff approached him to loose his hold, and for a moment it was doubtful whether O'Mic would not throw him to the ground. Mr. Carter ascended to the platform and a negotiation in regular diplomatic style was had. It

was in the native tongue, as I understood at the time. Mr. Carter appealed to O'Mic to display his courage, narrating what he had said about showing pale faces how an Indian could die, but it had no effect. Finally, O'Mic made a proposition, that if Mr. Carter would give him half a pint of whisky he would consent to die. The whisky was soon on hand, in a large glass tumbler, real old Monongahela, for which an old settler would almost be willing to be hung, if he could now obtain the like. The glass was given to O'Mic and he drank the whisky in as little time as he could have turned it out of the glass. Mr. Carter again came down, and the Sheriff again drew down the cap, and the same scene was re-enacted, O'Mic expressing the same terror. Mr. Carter again ascended to the platform, and O'Mic gave him the honor of an Indian, in pledge that he would not longer resist the sentence of the court, if he should have another half pint of whisky. Mr. Carter, representing the people of Ohio and the dignity of the laws, thought the terms were reasonable, and the whisky was forthcoming on short order. The tumbler was not given to O'Mic, but it was held to his mouth, and as he sucked the whisky out, Sheriff Baldwin drew the rope that pinioned his arms more tightly, and the rope was drawn down to prevent the prisoner from going to the post, and to prevent him from pulling off his cap. The platform was immediately cleared of all but O'Mic, who run the ends of his fingers on his right hand between the rope and his neck. The rope that held up one end of the platform was cut, and the body swung in a straight line towards the lake, as far as the rope permitted and returned, and after swinging forth and backward several times, and the weight being about to be suspended perpendicular under the center of the top of the gallows, the body turned in a circle and finally rested still. At that time a terrific storm appeared and came up from the north northwest with great rapidity, to avoid which, and it being doubtful whether the neck was broken, and to accomplish so necessary part of a hanging, the rope was

drawn down with the design of raising the body, so that, by a sudden relaxing of the rope, the body would fall several feet, and thereby dislocate the neck beyond any doubt; but when the body fell, the rope broke as readily as a tow string and fell upon the ground. The coffin and grave were near the gallows and the body was picked up, put into the coffin, and the coffin immediately put into the grave. The storm was heavy and all scampered but O'Mic. The report was, at the time, that the surgeons at dusk raised the body, and when it lay on the dissecting table, it was easier to restore life than to prevent it."

There is a second chapter to this story—brief, but expressive. There were several physicians present at the execution, from various sections of the Reserve. At night, with the tacit consent of the Sheriff, they visited the Public Square, and came away with a bundle they had not carried there. "The skeleton was placed below a spring, on the bank of the lake, east of Water street," writes a descendant<sup>23</sup> of one of these medical gentlemen, "and remained there for about one year, after which time it was properly articulated. The skeleton was for a long time in the possession of Dr. Long, but was later in Hudson in the office of Dr. Town. From there, it was supposed, it was carried to Penn, near Pittsburg, to Dr. Murray, a son-in-law of Dr. Town. The writer has made every effort to discover its whereabouts and restore the bones to Cleveland, which should be their proper resting place, but all efforts to this end have proved fruitless."

The meetings of the electors of Cleveland township had hitherto been held at private residences, but with the completion of the court-house, the gatherings were within its more commodious quarters, and the record book proudly carries the entry, "at the court-house."

A glimpse at a pioneer moving, and at Cleveland in the summer of 1813, is afforded by a member of a family

<sup>23</sup> "Pioneer Medicine on the Western Reserve," by Dudley P. Allen, M. D.—"Magazine of Western History," Vol. III., p. 286.



which had decided to make its home in this section. "In 1811, my grandfather, Jacob Russell," says the narrator,<sup>24</sup> "sold his farm and grist-mill on the Connecticut River, and took a contract for land in Newburg (now Warrensville), Ohio. His oldest son, Elijah, my father, shouldered his knapsack, and came to Ohio to get a lot surveyed; he made some improvements, selected a place for building, and then returned to New York, where he lived. In the spring of the following year, he, with his brother Ralph, came again to Ohio, cleared their piece of land, planted corn, built a log-house, and went to Connecticut to assist in moving the family to their new home, which was accomplished in the autumn of the same year. They formed an odd procession; father's brother, Elisha, and brother-in-law, Hart Risley, accompanied them with their families; the wagons were drawn by oxen, my father walking all the way so as to drive, while grandmother rode on horseback. When they were as comfortably settled as might be, father returned to his family, whom he moved the next summer, 1813, embarking at Sackett's Harbor, N. Y., August 1st, and arriving at Cleveland, August 31st. There being no harbor at that time, the landing was effected by means of row-boats. We then pulled ourselves up the bank by the scrub-oaks, which lined it, and walked to the hotel kept by Major Carter; this hotel was then the only frame house in Cleveland."

<sup>24</sup> "Reminiscences," by Melinda Russell.—"Annals of the Early Settlers' Association," No. 4, p. 65.

## CHAPTER VIII.

### THE INCORPORATED VILLAGE OF CLEVELAND.

The year 1814 was by no means one of moment in a local sense, although it saw Newburg set up as a township upon its own responsibility, and steps taken toward the incorporation of Cleveland as a village. Her claim to this distinction lay in the fact that she possessed a total of thirty-four dwelling houses and places of business—one of these being a brick store, the first of its kind, erected by J. R. and Irad Kelley. It was also becoming well known as a ship-building point, which fact was emphasized somewhat by the means taken by Levi Johnson to get his schooner "Pilot" down to the water. That he might be near his base of timber supplies, he laid the keel in the woods, on the Euclid road, near the present site of the Opera House, and when finished, found it necessary to drag it a half mile to the water. Unlike Robinson Crusoe, however, he had figured all the ways and means in advance. He sent for his friends in the country roundabout, and they came with their oxen, twenty-eight yoke in all, placed rollers under the structure, and soon had it safe and sound at the foot of Superior street, where it gracefully slid off into the water.

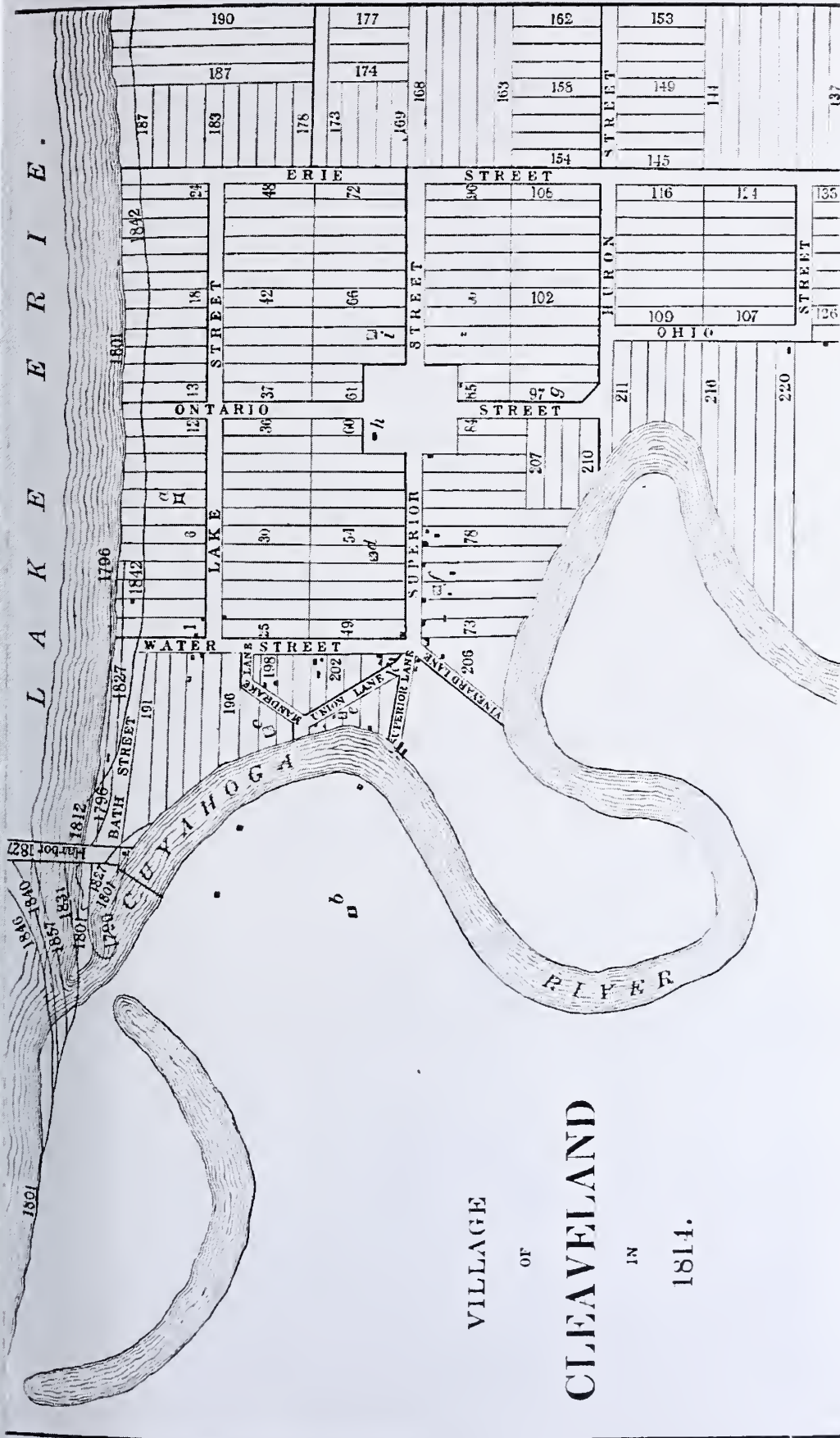
Something was done in the way of schools, a little in advance of anything yet recorded. We find traces of several centers of pioneer teaching in the neighborhood, the most important of which was that kept by the Rev. Stephen Peets, who is remembered not so much because of his teaching, as from the fact that he gave an entertainment that stirred the entire social nature of the settlement. Mr. Morgan, to whose wonderful memory and vivid descriptions I already owe so much, informs us that this event occurred at the log-house of Samuel

Dille,<sup>25</sup> "on the road from Newburg to Cleveland, now Broadway, where you first get a view of the river from the high land." It was a large structure for those days, and had a spacious upper room, running the whole length and breadth of the house. "There," he adds, "the people of Newburg and Cleveland assembled and witnessed the performance of the 'Conjurer' taken from the *Columbian Orator*; the 'Dissipated Oxford Student,' also taken from the same book; 'Brutus and Cassius,' taken from the *American Preceptor*; and several other pieces. The various parts were conceded by the critics there to have been performed in admirable style." He then gives us a pen-picture of some of the difficulties of pioneer travel: "After the performance, my father, mother, two sisters and myself returned home, a distance of a mile and a half on the family horse. Two adults and three plump children, six to twelve years of age, might now be considered a rather large load to carry, and five on a horse, as may be supposed, would now render a cavalcade somewhat uncouth in appearance on the streets of Cleveland."

The township of Newburg was organized on the 15th of October of this year, 1814, embracing within its limits the residences of a number of important citizens, among whom were James Kingsbury, Rodolphus Edwards, and Erastus Miles. A little over two months later, on December 23rd, Cleveland made a point against its rival, by securing from the general assembly the passage of an act "To incorporate the Village of Cleveland in the County of Cuyahoga." The boundaries of this new village were described as "so much of the city plat of Cleveland, in the township of Cleveland, and County of Cuyahoga, as lies northwardly of Huron street, so-called, and westwardly of Erie street, so-called, in said city plat as originally laid out by the Connecticut Land Company, according to the minutes and survey and map thereof in the office of the recorder of said County of Cuyahoga."

<sup>25</sup> "Incidents in the Career of the Morgan Family," by I. A. Morgan.—  
"Annals of the Early Settlers' Association," No. 5, p. 28.





AMOS SPAFFORD'S MAP OF 1801, CORRECTED BY ALFRED KELLEY.

Buildings in 1814. □ Buildings of an earlier date. *a.* Fort Huntington, 1813. *b.* Trading-house of 1786. *c.* Carter's first cabin, 1796. *d.* Job P. Stiles's first cabin, 1796. *e.* Surveyor's first cabin, 1796. *f.* Surveyor's cabin on the hill, 1797. *g.* Cemetery lot, 1797. *h.* Jail and Court-House, 1812. *i.* Kingsbury's first cabin, 1797. *k.* Carter's house on the hill, 1803. The different positions of the shore-lines are shown by the dates of the surveys:—1796, 1801, 1812, 1827, 1831, 1840, 1842, 1849, 1857.

In accordance with this law, twelve of the male inhabitants of Cleveland met on the first Monday of June, 1815, and, by a unanimous vote, elected Cleveland's first village official staff, as follows:

*President* : Alfred Kelley.

*Recorder* : Horace Perry.

*Treasurer* : Alonzo Carter.

*Marshal* : John A. Ackley.<sup>26</sup>

*Assessors* : George Wallace and John Riddle.

*Trustees* : Samuel Williamson, David Long and Nathan Perry, Jr.

Alfred Kelley held his position as Cleveland's first President less than a year, when he resigned, and was succeeded by his father, Daniel Kelley, on March 19th, 1816; and at the annual meeting in June of that year, the latter was unanimously continued in the office, which he held until 1819. The elder Kelley was formerly a resident of Lowville, New York, and served as president judge of the Common Pleas Court of Lewis County; was one of the founders of Lowville Academy, and a useful citizen in many public ways.

The office of president, from Mr. Kelley's term in 1819 up to the adoption of the city charter and election of the first Mayor in 1836, was filled as follows: In 1820, Horace Perry was elected; Reuben Wood succeeding him in 1821. From the latter year until 1825, Leonard Case filled the position; but failing to qualify on his election in the year last named, the recorder, Eleazur Waterman, became president *ex officio*. There is a blank in the record-book from 1825 to 1828, and an examination of the files of the "Cleveland Herald" for those years, fails to show that an election had been held. The probability is that Mr. Waterman continued to fill both the office of recorder and president until 1828,

<sup>26</sup> Whittlesey, in "Early History of Cleveland," and the "History of Cuyahoga County," compiled by Crisfield Johnson, both give *John A. Ackley*. Judge Griswold, in his "Corporate Birth and Growth of Cleveland," from which we have before quoted, gives the name as *John A. Kelley*. A reference to the original record proves that *Ackley* is correct.

when he was compelled to resign because of ill-health, resulting from an accident. The next entry shows that on May 30th, the trustees appointed Oirson Cathan, president, and D. H. Beardsley, recorder. Mr. Cathan was a well-known painter, and was married to a daughter of Lorenzo Carter. The office was then filled as follows: 1829, Dr. David Long; 1830 and 1831, Richard Hilliard; 1832, 1833, 1834 and 1835, John W. Allen. From the twelve votes cast for Mr. Kelley in 1815, Cleveland had grown to a total of one hundred and six votes for Mr. Allen in 1835. With the close of Mr. Allen's term, the old *régime* came to an end, and Cleveland entered upon her career as a city.

Returning now to the newly incorporated Village of Cleveland, we see the trustees holding a meeting in October (1815), at which a number of streets were laid out, on the petition of John A. Ackley, Aaron Olmstead, Daniel Kelley, Thompson Miller, Matthew Williamson, Amasa Bailey, William Trimble, Levi Johnson, Joseph R. Kelley, Stephen Dudley, John Randall, Hiram Hamter, and Ashbel W. Walworth. After the streets are designated by the numbers of the lots, the record continues:

"And it is further ordered the said several streets in said petition, mentioned and described, shall be severally distinguished, known and called by the following names, to-wit: The first, in said petition mentioned, shall be called 'St. Clair Street,' the second 'Bank Street,' the third 'Seneca Street,' the fourth 'Wood Street,' the fifth 'Bond Street,' the sixth, 'Euclid Street,' the seventh, 'Diamond Street.'<sup>27</sup> "

<sup>27</sup> "Diamond street" was the designation of the streets on the four sides of the Public Square. Judge Griswold comments as follows: "Euclid street was then established from the Square to Huron street, the space between that point and the old middle highway being in the township. That street in the early days, and for a long time afterwards, was by no means a popular highway. Stretching along the southerly side of the ridge, it was the receptacle of all the surface waters of the region about it, and during much of the time was covered with water, and for the rest of the year was too muddy for ordinary travel."—"Annals of the Early Settlers' Association," No. 5, p. 44.



In the January following, A. W. Walworth was appointed corporation clerk, and it was officially ordered that the "said clerk shall not issue any amount of bills greater than double the amount of the funds in his hands." The main points of village legislation up to 1836, may be briefly chronicled: In 1816, it was ordered that a tax of one half per cent. be laid on all the lots in the township; in 1817, that "the several sums of money which were by individuals subscribed for the building of a school-house, in said village, shall be refunded to the subscribers;" in June, 1818, the first recorded ordinance was passed, declaring that "if any person shall shoot or discharge any gun or any pistol within said village, such person so offending shall, upon conviction, be fined in any sum not exceeding five dollars, nor under fifty cents, for the use of said village." A number of ordinances were passed in 1820, among which the following may be enumerated: Forbidding swine running at large or butchering within the city limits, except under certain regulations; making it necessary to obtain the consent of the authorities before any show could be given; forbidding horse-racing and fast driving; making a penalty for the running of geese at large; and others of a like character. In 1823, an ordinance was passed regulating the planting of shade trees in the streets; in 1825, a tax of one-fourth per cent. was laid on all village property, and a new enumeration of property given; in the same year, Canal, Michigan, a part of Seneca, and Champlain streets, were officially laid out; in 1828, a tax of two mills per dollar was ordered. Of course, all these things were not done without objection and grumbling from tax-payers, as human nature was the same sixty years ago that it is to-day. We find the following illustrative incident in a biography of the late N. E. Crittenden:

"In his early days in Cleveland, he was chosen one of the village trustees. In 1828, when he held that office, and Richard Hilliard was president of the board, the members gathered one afternoon in an office and voted an

appropriation of two hundred dollars, to put the village in proper order. Great was the outcry at this wastefulness, on the part of the taxpayers. One of the old citizens, who yet lives, met Mr. Crittenden and wanted to know what on earth the trustees could find in the village to spend two hundred dollars on."

The year 1829 saw the purchase of Cleveland's first fire engine. It was bought of the American Hydraulic Company, at an expense of two hundred and eighty-five dollars. The same year saw the establishment of a market, and the passage of an ordinance regulating the same; and also the return of a large delinquent tax-list. In 1830, a village seal was ordered; it was decided that the stalls of the market must be disposed of by lease; and a tax of one-half mill on the dollar ordered on all city property. In 1831, Prospect street, from Ontario to Erie, was laid out. It was at first named Cuyahoga street, but before the entry was officially made the name was changed to Prospect. James L. Conger was appointed prosecuting-attorney, at a salary of thirty dollars per annum; and Silas Belden, street and house inspector, at the same sum. Both of these offices were abolished in 1832. In the last-named year, Dr. David Long and O. B. Skinner were appointed a committee to purchase a village hearse, harness and bier. In fear of the approach of cholera, a board of health was appointed, consisting of Dr. Cowles, Dr. Mills, Dr. St. John, S. Belden, and Ch. Denison, to which Dr. S. J. Weldon and Daniel Worley were afterwards added. In July, a tax of two mills on the dollar was ordered. In 1833, River street was laid out from Superior street to Union lane, and Meadow, Lighthouse, and Spring streets were also designated. A second fire engine was purchased, at an expense of seven hundred dollars. In 1834, a large number of new streets were laid out.

This rapid *résumé* covers the chief points of legislation by the incorporated village; meanwhile, the township of Cleveland, covering the outside portions, was pursuing

the even tenor of its way, and in its records we meet many names that afterwards became of no small prominence in the history of Cleveland.

In June, 1817, the trustees of the township met for the purpose of devising some means for the increase of revenue, and relief was secured by levying a tax of fifty cents on each horse in the township, and half that sum on each head of horned cattle. Many entries are found, showing that various parties had been notified to leave the township, ere they should become a charge upon the public. The township tax in 1821 amounted to \$86.02. P. M.



PETER M. WEDDELL.

Weddell was chosen one of the overseers of the poor, and on refusal to serve was compelled to pay a fine. The indentures of apprentices are entered quite frequently, one of them distinctly stating: "He will cause the said minor to be taught to read and write, and so much of arithmetic as to include the single rule of three, and at the expiration of said time of serv-

ice, to furnish the said minor with a new Bible, and at least two suits of common wearing apparel." Another specified that one, Elizabeth, should be taught to read and write, and the first four rules of arithmetic, and at the expiration of her service be given "one feather bed and necessary bedding, one milch cow, one new Bible, and two suits of wearing apparel." There was no scramble for office, even as late as 1827, when this entry is found: "Be it remembered that Leonard Case and Samuel Cowles, declining to serve as overseers of the poor, after being duly elected for the township of Cleveland for 1827, paid their fines according to the requisition of the statutes. Accordingly the trustees appointed James S. Clark and John Blair to fill the vacancy of said office. They like-



wise refused to serve, and paid their fines. The trustees again convened, and appointed William Bliss and Reuben Champion. Reuben Champion declined and paid his fine. William Bliss accepted, and was qualified." It cost just two dollars to decline an office after election or appointment.

The year 1816 was of importance to Cleveland in various ways, some of which have been suggested in the foregoing. An attempt was made to improve the harbor facilities, by the building of a pier on the open lake. With this end in view, an incorporation called the "Cleveland Pier Company" was formed under authority of the laws of Ohio, "for the purpose of erecting a pier at or near the village of Cleveland, for the accommodation of vessels navigating Lake Eric." The incorporators were: Alonzo Carter, A. W. Walworth, David Long, Alfred Kelley, Datus Kelley, Eben Hosmer, Daniel Kelley, George Wallace, Darius E. Henderson, Samuel Williamson, Sr., Irad Kelley, James Kingsbury, Horace Perry and Levi Johnson. The venture could hardly be called a success. Slight works were put up, but with quicksands underneath, and storms overhead, they were of short duration, and before long the waves made their way to the shore without obstruction.

At this time the total assessed value of real estate within the city, including the entire plat surveyed in 1796, was \$21,065. A would-be prophet, who visited the village that year, declared that "Cleveland never would amount to anything, because the soil was too poor." He paid sixteen dollars for a barrel of salt and returned to Burke's tavern at Newburg, to spend the night, "because it was the most desirable place for man and beast."<sup>28</sup>

Several descriptive views of the village at this period, when this hasty traveler thus condemned it, and shook its dust from his shoes in honor of Newburg, have been

<sup>28</sup> Statement of Royal Taylor.—"Annals of the Early Settlers' Association," No. 9, p. 277.

preserved. Captain Lewis Dibble<sup>29</sup> views it from the east: "On leaving Doan's Corners, one would come in a little time to a cleared farm. Then down about where A. P. Winslow now lives (Euclid and Giddings) a man named Curtis had a tannery. There was only a small clearing, large enough for the tannery and a residence. There was nothing else but woods until Willson avenue was reached, and there a man named Bartlett had a small clearing, on which there was a frame house, the boards running up and down. Following down the line of what is now Euclid avenue, the next sign of civilization was found at what is now Erie street, where a little patch of three or four acres had been cleared, surrounded by a rail fence. Where the First Methodist Church now stands, a man named Smith lived, in a log-house. I don't remember any building between that and the Square, which was already laid out, but covered with bushes and stumps."

Noble H. Merwin was a notable addition to the population of Cleveland in 1816, coming with his family from Connecticut.<sup>29a</sup> He purchased of George Wallace the tavern stand on the corner of Superior street and Vineyard lane (South Water street), and also a tract between these two thoroughfares, extending to Division street, now known as Center street. His hotel was later known as the Mansion House. Mrs. Philo Scovill, who became a resident of Cleveland in the same year, afterwards related her impressions of the village on first sight. Many stumps and uncut bushes disfigured the Public Square; its only decoration being the log jail. The land south from Superior street to the river was used as a cow pasture, and was thought to be of little value.

Leonard Case, who came to the city in the same year, has added a number of details that fit in with the above

<sup>29</sup> "Personal Statement," by Captain Lewis Dibble, "Annals of the Early Settlers' Association," No. 7, p. 54.

<sup>29a</sup> R. T. Lyon, who was connected with the Merwin family, says that Mr. Merwin came to Cleveland in 1815, and built a log warehouse on the corner of Superior and Merwin streets. His family came on from Connecticut the next year.

descriptions. The only streets fairly cleared were Superior west of the Square; Euclid road was made passable for teams, as was also a part of Ontario street. Water street was a winding path in the bushes; and Union and Vineyard lanes mere paths to the river. Mandrake lane and Seneca and Bank streets were practically all woods; while Ontario street north of the Square, Superior east of it, Erie, Bond and Wood, were in a state of nature. A passable road ran out by Ontario street and the modern Broadway, to Newburg. The Kinsman road (Woodland avenue) was then altogether out of town.

Cleveland's second brick house was constructed by Alfred Kelley, in 1816. He was the owner of a piece of land running from Water street to the river, and to the lake on the northward. It was on this property that a story and a half building was erected, at the point where the Cleveland Transfer Company's building afterwards stood. Mr. Kelley intended it for the residence of his parents, but as his mother died before its completion, he and his young bride were its first occupants, and there they remained until 1827. A characteristic incident of the day is related in the home-coming of Mr. Kelley's bride. He was married in the summer of 1817, in Lowville, New York. He had purchased a carriage in Albany, and after the wedding the young couple set out in that vehicle for the new home he had found in the west. They drove to Buffalo, and as the roads had become quite difficult to travel, they decided to come the remainder of the distance on a schooner that was then lying in the harbor. As she was not yet ready to sail, they drove to Niagara Falls, and on the return found that the vessel had taken advantage of a favoring breeze, and gone on without them. They thereupon concluded to continue in their vehicle. Seven days were occupied in the trip, as the roads were in a fearful condition, and for portions of the distance both were compelled to walk. Upon reaching Cleveland they discovered that the schooner had not yet arrived in port. Their carriage was the first one



seen in Cleveland, and was for a long time in demand upon special occasions. It was used by the senior Leonard Case, when he, also, went forth to bring home a bride.

The "apparent lack of piety," of which the Rev. Joseph Badger complained, in one of his visits to early Cleveland, or some other cause, prevented the citizens of the little village from doing much in the way of organized religious effort. It was not until November 9th, 1816, that the first visible step in this direction was successfully taken, and the foundations laid for one of the great church organizations of the present day.

A little company of earnest persons met on the day named, at the house of Phineas Shephard, "for the purpose of nominating officers for a Protestant Episcopal Church" in Cleveland. Timothy Doan was chosen moderator, and Charles Gear clerk; Phineas Shephard and Abraham Scott were elected wardens; Timothy Doan, Abraham Hiekox and Jonathan Pelton, vestrymen; Dennis Cooper, reading clerk; and the meeting then adjourned "till Easter Monday next." On March 2nd of the following year (1817), at a vestry meeting held in the court-house, it was resolved that the persons present were attached to the Protestant Episcopal Church of the United States, and that they did unite themselves into a congregation by the name of "Trinity Parish of Cleveland, Ohio, for the worship and services of Almighty God according to the forms and regulations of said church." There were present not only the above-named officials, but also John Wilcox, Alfred Kelley, Irad Kelley, T. M. Kelley, Noble H. Merwin, David Long, D. C. Henderson, Philo Scovill, Rev. Roger Searl, of Plymouth, Conn., and others. A few days later, with the Rev. Roger Searl acting as president *ex officio*, and Dr. David Long as clerk, a second election occurred. The new organization had little more than a name during the three succeeding years; the village was small, the church had no house in which to meet, and was not able to pay a settled minister. Mr. Searl visited the parish at intervals, but for the most

part the services of lay readers were all that could be secured.

At a vestry meeting held in May, 1820, a resolution was adopted which must have been humiliating to Cleveland, small as it then was. It was declared: "That it is expedient in future to have the clerical and other public services of the Episcopal Church in Trinity Parish, heretofore located in Cleveland, held in Brooklyn ordinarily, and occasionally in Cleveland and Euclid, as circumstances may seem to require."

Matters were left in this shape until the fall of 1826, when the Rev. Silas C. Freeman, of Virginia, became rector of the parish, on a salary of \$500 per annum, with the understanding that the church of the same denomination at Norwalk should employ him one-third or one-half of the time, paying their proportion of the five hundred dollars.



TRINITY CHURCH, 1828.

Under this new arrangement, the Parish of Trinity returned again to this side of the river, and services were held in the court-house. In 1827, Mr. Freeman was appointed an agent to go east, for the purpose of raising funds for the erection of a church building. Such success attended his efforts, that in 1828-9 Cleveland saw the erection of her first church building, which stood on the southeast corner of Seneca and St. Clair streets, and was built at a cost of \$3,070. In February, 1828, the Parish was incorporated by special act of the general assembly,

the names of the corporators being as follows: Josiah Barber, Phineas Shephard, Charles Taylor, Henry L. Noble, Reuben Champion, James S. Clarke, Sherlock J. Andrews, Levi Sargeant, and John W. Allen, who were then wardens and vestrymen. In 1830, Rev. Mr. McElroy became rector, giving his whole time to Trinity, for which he was to receive an annual salary of \$450. The growth in membership and influence thereafter was steady; in 1853, a large stone house of worship was begun on Superior street, near Bond street, which was completed and consecrated in 1855.

Cleveland not only saw its first church society organized in 1816, but also its first bank.

There can be found in the rooms of the Western Reserve Historical Society, four record books of medium size, bound in a heavy brown leather, with pages here and there discolored by time and wear, but with each entry so legible that it seems to have been made but yesterday. On the fly-leaf of the largest the story of the four is told as follows:

“ This ledger, with the two journals and letter-book, are the first books used for banking in Cleveland. They were made by Peter Burtzell, in New York, for the Commercial Bank of Lake Erie, which commenced business in August, 1816,—Alfred Kelley president, and Leonard Case [Sr.] cashier. The bank failed in 1820. On the second day of April, 1832, it was reorganized and resumed business, after paying off its existing liabilities, consisting of less than ten thousand dollars due the treasurer of the United States. Leonard Case was chosen president, and Truman P. Handy, cashier. The following gentlemen constituted its directory: Leonard Case, Samuel Williamson, Edward Clark, Peter M. Weddell, Heman Oviatt, Charles M. Giddings, John Blair, Alfred Kelley, David King, James Duncan, Roswell Kent, T. P. Handy, John W. Allen. Its charter expired in 1842. The legislature of Ohio refusing to extend the charter of existing banks, its affairs were placed, by the courts, in the hands of T. P.





SUPERIOR STREET, 1846.



Handy, Henry B. Payne, and Dudley Baldwin, as special commissioners, who proceeded to pay off its liabilities, and wind up its affairs. They paid over to its stockholders the balance of its assets in lands and money, in June, 1844. T. P. Handy was then appointed trustee of the stockholders, who, under their orders, distributed to them the remaining assets in June, 1845. Its capital was five hundred thousand dollars. The books were, prior to 1832, kept by Leonard Case, cashier. [Presented to the Historical Society of Cleveland by T. P. Handy, January, 1877.] "

This pioneer bank of Cleveland, which had so severe an experience in its early days, but made a record so honorable in conclusion, was incorporated August 6th, 1816. The following named gentlemen signed the articles of incorporation: John H. Strong, Samuel Williamson, Philo Taylor, George Wallace, David Long, Erastus Miles, Seth Doan, Alfred Kelley. It opened for business in a building standing at the corner of Superior and Bank streets. Its president, Alfred Kelley, we have met before; its cashier, Leonard Case, left his personal impress upon Cleveland in many ways, while his son, the second Leonard Case, has forever linked the name of his family with that of Cleveland by his princely benefactions.

Mr. Case was born in Westmoreland County, Pennsylvania, in 1786, and in 1800 accompanied his father to Trumbull County, Ohio, where the latter located on a farm near Warren. A severe illness, in 1801, left the son a cripple, and seeing that his career as a farmer was over, he turned his attention to the study of surveying. In 1806, he became connected with the land commissioner's office in Warren, and while there took up the study of the



LEONARD CASE, SR.



law, and was admitted to the bar. During the War of 1812 he was engaged in the collection of taxes from non-residents of the Reserve, and in 1816 he came to Cleveland for the position above described.<sup>30</sup> He also practiced law to some extent, and acted as land agent, to which latter occupation he gave himself altogether after 1834. He acquired an immense fortune, and died in 1864.

The banking interests of Ohio had not been very extensive, nor of any special credit to the State, prior to 1816. In that year an act was passed by the General Assembly which it was thought would result in a marked improvement. This general banking law incorporated the Franklin Bank of Columbus, the Lancaster Bank, the Belmont Bank of St. Clairsville, the Commercial Bank of Lake Erie, the Mt. Pleasant Bank, and the Bank of West Union. It also extended the charters of the Urbana Banking Company, the Columbiana Bank, of New Lisbon; the Farmers', Mechanics' and Manufacturers' Bank, of Chillicothe, and the German Bank, of Wooster. It was provided that of the stock of these banks, and such as might be subsequently organized under this law, one share out of each twenty-five was to be set off to the State of Ohio, and the dividends accruing on such stock were to stand in lieu of taxes. A commentary upon the methods and conditions of the time is found in the fact, that when a general summary of the condition of the Ohio banks was made at a later date, four of the above named were set down as "worthless," three "broken," and one "closed."

"The first of the so-called banks of Ohio," says an eminent authority<sup>31</sup> upon this subject, "to issue notes of

<sup>30</sup> "When the bank was established, a suitable person for cashier was required. Judge Kingsbury, happening to be in town one day, was asked, if he knew any one among his acquaintances who could fill the position. He said he knew a young man, by the name of Leonard Case, who wrote a good hand, and was said to be a good accountant; and he thought he would answer. He was engaged, and was the first cashier, and Alfred Kelley the first president." Statement by Geo. B. Merwin.—"Annals of the Early Settlers' Association," No. 1, p. 66.

<sup>31</sup> "State Bank of Ohio," by J. J. Janney.—"Magazine of Western History," Vol. II., p. 158.

circulation was the Miami Exporting Company, of Cincinnati, which was incorporated in 1803 as a trading company merely, and its stock was payable five per cent. in cash and ninety-five per cent. in produce or manufactures, as the president and directors might approve. The charter contained a clause under which the directors claimed the right to issue notes for circulation, and finding the treasury not as full as was thought desirable, application was made to an engraver, and notes were issued. But the time always comes in such cases when new notes will no longer be taken and if nothing better can be offered, a collapse follows."

That Ohio might be freed from a currency of this character, the Legislature, on February 24th, 1845, passed an act for the incorporation of the State Bank of Ohio, and other banking companies. This measure owed its existence, in a great degree, to the wisdom and personal efforts of Alfred Kelley, who was then a member of the State Senate. It provided that the bank should have a capital of six millions one hundred and fifty thousand dollars, "in addition to the capital of any existing banks that may be authorized to continue their existence subject to the provisions of the act." The State was divided into twelve districts and the capital distributed among them. It was provided that no more than one bank could be formed in a county, except under certain conditions. A board of bank commissioners was named in the act, one of whom was John W. Allen, of Cleveland. The story of Cleveland's branch connections will be fully related later.

The brief story of the Commercial Bank of Lake Erie has been told in the statement made by Mr. Handy, above quoted. That troublesome times overtook the new venture was due, we may be sure, to existing conditions, rather than to any fault on the part of its sponsors, for Alfred Kelley and Leonard Case both showed themselves, in other directions, the possessors of financial abilities of the highest order. The money market was in

such condition in Cleveland just then that in 1817-1818 small change was so scarce that the trustees of the village, to relieve the wants of the people, issued corporation scrip, called by the people "corporation shinplasters," to the amount of one hundred dollars, and running in value from six and one-fourth cents to fifty cents. "There were financiers in those days," says George B. Merwin, in the statement recently quoted, "as well as in modern times; a silver dollar was divided into nine pieces, each passing for a shilling, and a *pistareen*, worth eighteen and three-quarter cents, went for a shilling also."

The public school system has been for years—and justly, too—a matter of great pride to the people of Cleveland, and there are few, if any, cities of the Union where thought and money have been more generously expended, in the free education of the young, than in the Forest City. The system, as it stands to-day, is a justification of all that has been attempted and performed.

In preceding pages we have called attention to the fact that this was a matter that lay very close to the hearts of the sons and daughters of New England, who came into the wilderness to found communities fashioned after those at home; and a glimpse has been here and there given of isolated pioneer schools. Cleveland possessed some of these at various early dates, but it was not until 1817 that there began to appear upon the records substantial evidences that the matter of education had been taken up in real earnest at last. A little school-house had been erected by private subscription,<sup>32</sup> down on St. Clair street, near Bank, in a small grove of oak trees. "No

<sup>32</sup> The donors to this fund were as follows: T. & I. Kelley, \$20; Stephen S. Dudley, \$5; Daniel Kelley, \$10; T. & D. Mills, \$5; Wm. Trimball, \$5; J. Riddall, \$5; Walter Bradrock, \$2.50; Levi Johnson, \$10; J. Heather, \$5; Horace Perry, \$10; John A. Ackley, \$5; A. W. Walworth, \$5; Geo. Wallace, \$5; Jacob Wilkerson, \$5; Plinney Mowrey, \$3.20; D. C. Henderson, \$15; David Long, \$15; Samuel Williamson, \$15; Alonzo Carter, \$15; John Dixon, \$5; N. H. Merwin, \$5; James Root, \$5; Joel Nason, \$3; Edward McCarney, \$5; Geo. Pease, \$5.



description of this building is needed," says Mr. Freese,<sup>33</sup> in his sketch of the Cleveland schools, "further than to say that it resembled a country district school-house, being modeled upon that well-known and peculiarly constructed edifice, which has suffered no change in a century—one story, the size about 24 by 30, chimney at one end, door at the corner, near the chimney, the six windows of twelve lights each placed high; it being an old notion that children should not look out to see anything. As a school-house of the olden time, some interest attaches to its history, but perhaps more from the



CLEVELAND'S FIRST SCHOOL HOUSE.

fact that it was the first school property ever owned by Cleveland as a corporation. But the schools kept in it were not free, except to a few who were too poor to pay tuition. The town gave the rent of the house to such teachers as were deemed qualified, subjecting them to very few conditions. They were left to manage the

school in all respects just as they pleased. It was, in short, a private and not a public school."

The village acquired this school-house by purchase. At a meeting of the trustees, January 13th, 1817, it was declared that the sums which the public-spirited citizens, elsewhere named, had donated should be refunded, "which subscriptions shall be paid out of the treasury of the corporation at the end of three years from and after the 13th of June, 1817."

Mr. Merwin<sup>34</sup> states that when this school was first opened, there was an attendance of twenty-four, and that

<sup>33</sup> "Early History of the Cleveland Public Schools," by Andrew Freese; published by order of the Board of Education, 1876, p. 6.

<sup>34</sup> "Recollections," by George B. Merwin.—"Annals of the Early Settlers' Association," No. 5, p. 17.

"the young men in the town were assessed to pay the master for the amount of his wages for the children of those parents who were unable to do so;" but he does not tell us how this assessment was laid, or under what law it could be made collectible. He adds: "Religious services were regularly held here, Judge Kelley offering prayer, a young man read the sermon, and my mother led the singing; singing school was also kept here, taught by Herschel Foote, who came from Utica, N. Y., and established the first book-store in town."

Samuel Williamson, son of the pioneer Samuel Williamson,<sup>35</sup> whose name we have several times encountered, has also touched upon the early schools of the city, giving his personal experiences in connection therewith: "The first school of which I have any recollection was taught in a barn which stood back of the American House, between that and the brow of the hill; and I should not remember that, perhaps, but for one or two circumstances. I know a severe, heavy storm of wind, rain and hail came from the west, and blew through the cracks and knot-holes of the barn, and the school was broken up for that day. Of course it was not a finished building at all; it was merely built of planks, logs, sticks, etc. Afterwards there was a shed, so-called, that stood where the Commercial buildings now stand (1880). There was a school also, taught by the late Benjamin Carter, in a little old building that stood on Water street. It was kept there, I think, two winters. Afterwards we went to the old court-house, and occupied, in the first place, the family room. After-

<sup>35</sup> The elder Williamson was a native of Cumberland County, Pa., and came to Cleveland in 1810, where, in connection with his brother, he carried on the business of tanning and currying, which he continued until his death, in 1834. The son Samuel was but two years of age when he came to Cleveland, and was born in Crawford County, Pa., in 1808. He was a member of the Cleveland bar, auditor of Cuyahoga County, a member of the Ohio House and Senate, served in the city council, on board of education, and in other positions of public trust. He served for a number of years as president of the Cleveland Society for Savings. He died in 1884. Mr. Williamson's statement, quoted in the text, is from an address found in the "Annals of the Early Settlers' Association," No. 1, p. 57.

wards we went upstairs, and occupied that room when the court was not in session. . . It was kept there, until the small building was erected on St. Clair, west of Bank street, which remained there until a very few years ago."

Still another early settler has added his recollections to this entertaining collection of educational experiences. The date to which he refers was a little later than the year in which public instruction, as a corporate matter, began down on St. Clair street; but as the school was within the present limits of Cleveland, and as his statements are illustrative of general conditions, I have no hesitation in giving him space. George Watkins was brought to Cleveland in 1818, when his father, Timothy Watkins, found a home in a log-house on Euclid avenue. "My first recollection of a school-house," says the son,<sup>36</sup> "was of one on Fairmount street, and a second, a block log-house on Giddings avenue. This [the second] was built in 1822, and I began to attend there the same year. The building was about 15 by 20 feet. It was called a block-house, because the logs were hewn on both sides. It was lighted by five windows. The old stone fire-place was six feet across. On three sides of the room was a platform seven or eight feet wide and about one foot high. An upright board was placed a foot or so from the edge of this platform. Here the little children sat, the board serving for the back of their seats. On the platform and against the wall, at the proper height, was the writing desk of the older pupils. This desk was continuous around three sides of the room. The seats, like the desk, were of unplanned slabs, which ran parallel with the desk. When it was writing time, the boys and girls had to swing their feet over, and proceed to business. We wrote with a goose quill, and every morning the master set our copies and mended our pens. We had school but three months, in the winter."

The little building on St. Clair street well served the

<sup>36</sup> "How it Was," by George Watkins.—"Annals of the Early Settlers' Association," No. 6, p. 59.



purpose for which it was intended, but as the village grew and became more ambitious, it was recognized that something more commensurate to the public needs was demanded. The citizens conferred with each other, and the result was the erection, in 1821, of a two-story brick building, located on the north side of St. Clair street, half-way between Seneca and Bank streets. This was known as the "Cleveland Academy," and when it was completed in 1822, the "Cleveland Herald," which had then been established, referred with pride to "the convenient academy of brick, with its handsome spire, and its spacious room in the second story for public purposes."



CLEVELAND ACADEMY.

As soon as the rooms on the lower floor were completed, a school was opened, on June 26th, 1822, under the direction of the Rev. Wm. McLean. His scale of prices was as follows: Reading, spelling and writing, \$1.75 per term; grammar and geography were added for one dollar more; while Greek, Latin and the higher

mathematics carried the grand total up to \$4 per term.

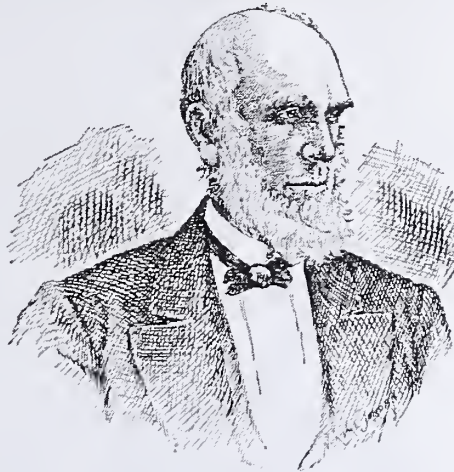
The Academy building was about 45 by 25 feet in size; the lower story was divided into two school-rooms, while the upper floor was employed for religious services, lectures, traveling exhibitions, and such public purposes. A time soon came when this upper room was needed for the senior department, and the good fortune of Cleveland was never better illustrated than upon this occasion, when exactly the right man was sent along to occupy

the newly-created position of honor and responsibility.

The name of Harvey Rice is not only connected for all time with the history of Cleveland, but with that of the free school system as well. He was one of the chief instruments in the creation of that wonderful plan of education that made "the Ohio school system" a beacon light upon a new and untried road, for the guidance of States and communities elsewhere.

In other ways, also, his many years spent in Cleveland were fruitful of benefit to the community at large.

Mr. Rice was of New England birth, and was just twenty-four years of age when he came to Cleveland. He graduated from Williams College, and set out toward the new west to seek his fortunes. Reaching Buffalo, he



HARVEY RICE.

embarked on a schooner for Cleveland, and after three days of rough passage, cast anchor off the mouth of the Cuyahoga, on the 24th of September, 1824. "A sand-bar prevented the schooner from entering the river," Mr. Rice<sup>31</sup> has told us. "The jolly boat was let down, and two jolly fellows, myself and a young man from Baltimore, were transferred to the boat with our baggage, and rowed by a brawny sailor over the sand-bar into the placid waters of the river, and landed on the end of a row of planks that stood on stilts and bridged the marshy brink of the river, to the foot of Union lane. Here we were left standing with our trunks on the wharf-end of a plank at midnight, strangers in a strange land. We hardly knew what to do, but soon concluded that we must make our way in the world, however dark the prospect. There was no time to be lost, so we commenced our career in Ohio as porters, by shouldering our trunks and groping

<sup>31</sup> "Annals of the Early Settlers' Association," Vol. III., No. 1, p. 35.



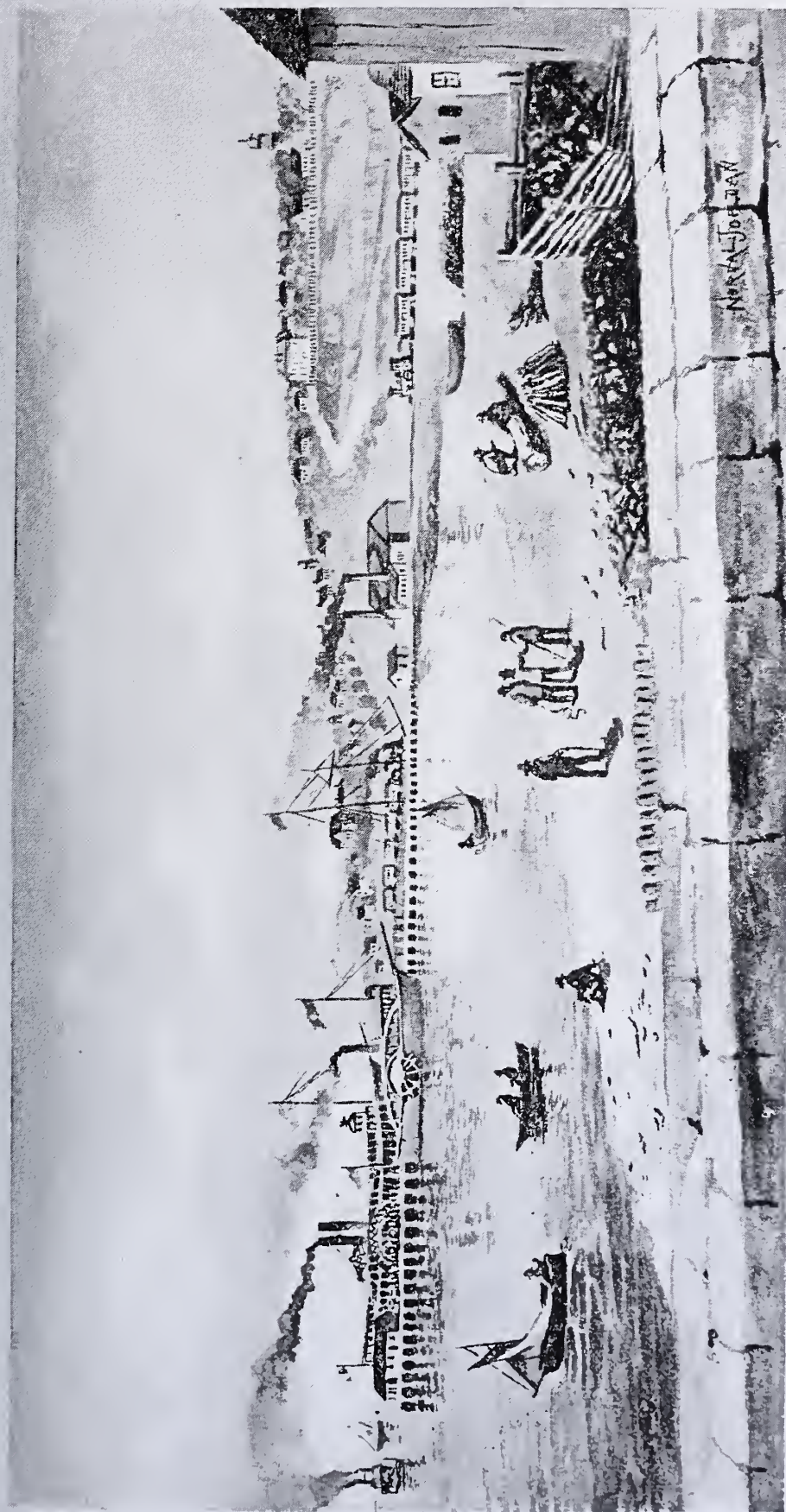
our way up Union lane to Superior street, where we espied a light at some distance up the street, to which we directed our footsteps." They found themselves in a tavern kept by Michael Spangler, where they were hospitably received.

"In the morning," Mr. Rice continues, "I took a stroll to see the town, and in less than half an hour saw all there was of it. The town, even at that time, was proud of itself, and called itself the 'gem of the West.' In fact, the Public Square, so called, was begemmed with stumps, while near its center glowed its crowning jewel, a log court-house. The eastern border of the Square was skirted by the native forest, which abounded in rabbits and squirrels, and afforded the villagers a 'happy hunting ground.' The entire population did not, at that time, exceed four hundred souls. The dwellings were generally small, but were interspersed here and there with a few pretentious mansions. . . . I came armed with no other weapons than a letter of introduction to a leading citizen of the town, and a college diploma printed in Latin, which affixed to my name the vain-glorious title of A. B. With these instrumentalities I succeeded, on the second day after my arrival, in securing the position of classical teacher and principal of the Cleveland Academy." In the spring of 1826, Mr. Rice resigned this position, and gave himself to other fields of labor.<sup>38</sup> Consideration of the further development of Cleveland's educational system will be deferred to a later date.

<sup>38</sup> Mr. Rice became a member of the Cleveland bar; was elected to the Legislature, and appointed agent for the sale of the Western Reserve school lands; served as clerk of Cuyahoga County, and in 1851 was sent to the State Senate, where he introduced the bill which became the Ohio school law, under which the free public-schools of Ohio were organized. To school work, and to other lines connected with the prevention of crime and the reformation of criminals, Mr. Rice gave many years of earnest and successful labor. He was an author of note, and the efficient first president of the Early Settlers' Association of Cuyahoga County. His life of usefulness ended in 1891.

In connection with the above mention of Mr. Rice's services in the General Assembly of Ohio, it may be mentioned, as an interesting historical fact, that Cuyahoga County in its long public record has been represented





1  
2  
STOCKLEY'S PIER, 1850.  
(From the *Government Pier*.)  
1. Ashtabula Railroad Shop 2. The Lighthouse.



A number of material improvements of a minor character—not of especial importance themselves, but suggestive of a general upward trend in business affairs—are noted in the year 1817. Captain William Gaylord and Leonard Case, Sr., put up the first frame warehouse down by the river, those in existence previously being of logs. Not long afterwards, Dr. David Long and Levi Johnson constructed another, of like character, near the same locality, and still another was built by John Blair. It was in or near the same year that Abel R. Garlick began to cut stone on Bank street, bringing it from Newburg.

Several events of importance distinguished the year 1818, one of which was the arrival of a gentleman who achieved prominence at a later date as Governor of Ohio. Reuben Wood was a native of Vermont, where he was born, in Rutland County, in 1792. He gained admission to the bar, and in 1818 came to Cleveland, where he engaged in the practice of his profession with no small degree of success. In 1852, he became a member of the Ohio Senate, president-judge of the third judicial district in 1830; and in 1833 was elected a judge of the Supreme Court by a unanimous vote, serving for three years as Chief Justice of the State. He was elected Governor in 1850, and re-elected in 1851 under the new constitution. He resigned that office in 1853, to accept an appointment as consul to Valparaiso, from which he returned in 1854, and practically withdrew from active life. He died on October 1st, 1864.



GOVERNOR REUBEN WOOD.

by but three Democrats in the Ohio Senate—Henry B. Payne, Harvey Rice, and, after a lapse of thirty years, A. J. Williams. The gentleman last named, in addition to his political and other public services, has been, and is, one of the most earnest and active of the official workers in the Early Settlers' Association.



Orlando Cutter came in the same year, beginning business in Cleveland with a stock of goods valued at twenty thousand dollars, which was counted a very large sum, at this point, at that time. Samuel Cowles, a business man and attorney, also arrived. There came, besides, a youth who, although then quite young and little known, afterward became one of the best known of Cleveland's citizens—a gentleman whose facile pen has done much in preserving a record of early events. This was John H. Sargent, whose name is inseparably connected with the history of civil engineering and early railroad construction in Northern Ohio, and whose death occurred in 1893.

When the boy was but four years of age his father, Levi Sargent, with his family, reached the mouth of the Cuyahoga in a little schooner. They were taken off in lighters, and found a temporary home in the Grand Hotel, kept by Noble H. Merwin, from which they soon removed into a small red house on Water street. Mr. Sargent, in his characteristic manner, has sketched some of the conditions then existing—probably, not entirely from his youthful memory unaided by others: "Orlando Cutter dealt out groceries and provisions at the top of Superior lane, looking up Superior street to the woods in and beyond the Public Square, and I still remember the sweets from his mococks of Indian sugar. Nathan Perry sold dry goods, Walworth made hats, and Tewell repaired old watches on Superior street. Dr. Long dealt out ague cures from a little frame house nearly opposite Bank street at first, but not long after from a stone house, that stood a little back from Superior street. The 'Ox Bow, Cleveland centre,' was then a densely wooded swamp. Alonzo Carter lived on the west side of the river, opposite the foot of Superior lane. He was a great hunter; with his hounds he would drive the deer onto the sand spit between the lake and the old river bed, where they would take to the water, when Carter's unerring aim would convert them into

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venison.”<sup>39</sup> Ara Sprague, who came in April of the same year (1818), took a discouraging view of the situation as it presented itself to his vision: “I arrived a few weeks after the first census had been taken. Its population was, at that time, but one hundred and seventy-two souls: all poor, and struggling hard to keep soul and body together. Small change was very scarce. They used what were called ‘corporation shinplasters’ as a substitute. The inhabitants were mostly New England people, and seemed to be living in a wilderness of scrub oaks. Only thirty or forty acres had been cleared. Most of the occupied town lots were fenced with rails. There were three warehouses on the river; however, very little commercial business was done, as there was no harbor at that time. All freight and passengers were landed on the beach by lighter and small boats. To get freight to the warehouses, which were a quarter of a mile from the beach, we had to roll it over the sand, and load it into canal boats. The price of freight from Buffalo to Cleveland was \$1 a barrel; the price of passage on vessels \$10, and on steamboats \$20.”<sup>40</sup>

<sup>39</sup> “What I Remember,” by John H. Sargent.—“Annals of the Early Settlers’ Association,” No. 6, p. 12.

<sup>40</sup> “Cleveland When a Village,” by Ara Sprague.—“Annals of the Early Settlers’ Association,” No. 2, p. 74.

## CHAPTER IX.

### BY LAKE AND CANAL.

Lake Erie has played an important part in the history of Cleveland, and been of direct and continuous benefit in the development of her commerce, and the extension of her lines of travel. Frequent references to the early marine interests of Cleveland, have been made in the foregoing pages, and, with the arrival of the year in which the first steamboat of the northern lakes touched at her harbor—1818—it is time to treat more fully of the inception and advance of her shipping interests.

The blue waters, that dance before the city's guarded harbor to-day, were no less blue, and the foliage of the Forest City no less green, when, in 1679, La Salle, "the handsome, blue-eyed cavalier, with smooth cheeks and abundant ringlets," and Father Hennepin, with "sandaled feet, a coarse gray capote and peaked hood, the cord of St. Francis about his waist, and a rosary and crucifix hanging at his side," set sail from the Niagara River, and pushed the famous ship "Griffin" against the unknown dangers, and into the unsailed water-paths of Lake Erie. By three names the lake was then known—the high-sounding Lac de Conti, of La Salle, the Erie Tejocharonting of the Indians who lived upon its banks, and the shorter Erie, with which the Franciscan friar compromised with the native term.

The venerable priest has, himself, left this record of the building of that ship: "It was on the 22nd of January, 1679, that we began to clear a place on the banks of the Niagara River, for the purpose of constructing a vessel, and on the 30th the keel was ready to be laid. . . . On the day appointed to launch her, it was named the 'Griffin,' and we fired three cannon and sung the *Te*



*Deum*, which was accompanied with whoops and cries of joy. The Iroquois, who happened to be on the spot that day, were witnesses of the ceremony. We gave them *l'eau de vie* (brandy) to drink, and they also partook of our delight. From that time, we quitted our cabin on the shore, and slept on the vessel, to be out of the way of insults from the Indians. We were at last ready to sail, our crew consisting in all of thirty-four persons, and the day of our departure was on the 7th of August, 1679."

This forerunner of the fleets that plough the great lakes to-day was of forty-five tons burden. A figure, half eagle and half lion, carved in wood, adorned her prow. Five cannon made her safe from Indian attack. When launched, she was taken to Black Rock, near the site of Buffalo, where she received her finishing touches.

She sailed out into Lake Erie at the appointed time, touched here and there for purposes of trade, only to frighten the natives away and make barter with them impossible: reached the Detroit River, passed through to Lake Huron, and finally reached Mackinaw, which was then the great center of the western fur trade. She loaded with a goodly stock of these goods, at a small island in the vicinity of Green Bay, and on the 17th of September, as night fell, fired her parting gun and sailed away into the heart of a coming storm. La Salle and his associates who remained for further explorations, saw her disappear in the gloom—and in that gloom she has been wrapped forever. No word—no hint of her fate has been given in all the years that have passed since then. No known man again saw her crew; no relic was cast upon the shore. She doubtless perished in that storm, and not a soul was saved to tell the tale.

The entrance from the lake, at the point where Moses Cleaveland, in later years, surveyed the forests, on the present site of our fair city, may or may not have been seen or touched at by the bold Frenchman on his upward trip. If he did land here, he left no record of the fact. Early mention of the Cuyahoga, and some account of its

first white visitors, may be found in an earlier portion of this work.

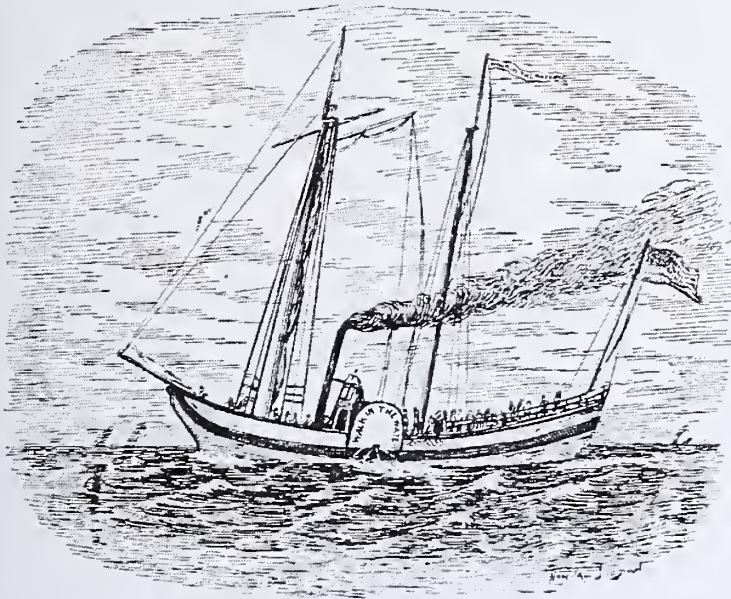
When Cleveland was selected as the capital of the Reserve, the Cuyahoga emptied itself into the lake west of its present artificial mouth, while yet farther west could be seen the location of a still earlier bed, then only a stagnant pond. Across the river mouth ran a bar of sand, which, in the spring and fall, was torn open by the floods, but in summer rose so high that even the small schooners of the day had difficulty in passing in and out. Once inside, a fairly good harborage was found.

The building of ships in Cleveland commenced at an early day. The ventures of Major Carter with the "Zephyr," and of Levi Johnson with the "Pilot," have been already recorded. In 1810, Murray & Bixby built the "Ohio," of sixty tons. She was sailed by Captain John Austen, and afterwards became a part of Commodore Perry's fleet, but took no part in the great fight, being absent on other service. While the "Pilot" was under construction, another craft, the "Lady of the Lake," of about thirty tons, was being built by Mr. Gaylord, a brother of the wife of Leonard Case. This vessel was sailed by Captain Stone, between Detroit and Buffalo. The "Pilot" was kept busy from the first in the employ of the United States, carrying army stores and troops; and touching at Detroit, Maumee, Erie, Buffalo, and other points on the lake, as occasion required. In 1815, Mr. Johnson commenced the schooner "Neptune," of sixty-five tons burthen; she was launched in the spring following. Her first trip was to Buffalo. She was afterwards engaged in the fur trade, in the employ of the American Fur Company. The "Prudence" was built, in 1821, by Philo Taylor; and in 1826 John Blair constructed the "Macedonian," and Captain Burtiss the "Lake Serpent."

It was in 1818, that the people of Cleveland, for the first time, saw a steam-vessel come to anchor before their

city.<sup>41</sup> It was the famous, picturesque, and somewhat oddly constructed "Walk-in-the-Water,"—so named after an Indian chief. Her visit here was made on August 25th, on her way from Buffalo to Detroit, under command of Captain Job Fish, who had been an engineer for Fulton, on the Hudson. She was of three hundred tons burthen, could travel a steady eight or ten miles an hour, and accommodate one hundred cabin passengers, and a large number in the steerage. The people of Cleveland saluted her with a round of artillery, and several prominent citizens continued with her to Detroit.

The "Walk-in-the-Water" was constructed at Black



THE "WALK-IN-THE-WATER."

Rock, and launched on the 28th of May, 1818. As her engines were not of sufficient power to carry her against the rapids, the captain went ashore; drummed up the thinly-settled country; collected twenty yoke of oxen; attached them to a line fixed on the vessel, and by their

<sup>41</sup> The "Cleveland Register," under date of November 3rd, 1818, says: "The facility with which she moves over our lakes warrants us in saying she will be of utility, not only to the proprietors, but to the public. She affords to us a safe, sure, and speedy conveyance of all our surplus products to distant markets. She works as well in a storm as any vessel on the lakes, and answers the most daring expectations of the proprietor."



aid and her steam, acting together, quickly pulled her up.

She left Buffalo on her trial trip, on August 23rd. She made seven trips to Detroit the first season, each occupying from nine to ten days. An early passenger<sup>42</sup> has left us an account of her launching, and his first experiences of travel by steam-boat: "In August, 1818, I was present at Black Rock and saw the first steam-boat launched, that entered the waters of Lake Erie. It was called 'Walk-in-the-Water,' and was a memorable event of that day. At this time there was no harbor at Buffalo of sufficient depth of water for a craft of that size, and owing to the crude manner of constructing engines at that time, she had very great difficulty in getting up the river into the lake, consequently she was obliged to wait for a 'horn breeze,' as the sailors term it, and hitch on eight or ten pair of oxen by means of a long rope or cable, and together with all the steam that could be raised, she was enabled to make the ascent. Sometimes the cable would break, and the craft float back to the place from whence she started."

Mr. Howe relates his experience as a passenger: "I took passage from Black Rock to Cleveland on board the steamer 'Walk-in-the-Water,' and ascended the Niagara River through the aid of and assistance of that 'horn breeze,' before described. The usual speed of this boat was about eight miles an hour, without the use of sails, and made a trip to Detroit in about eight days. We arrived off Cleveland at near the close of the second day, under a heavy northwest gale of wind, and a heavy sea. At that time there was no entrance to the harbor, except for very small craft and lighters. It was soon discovered that the boat could proceed no farther against the wind, and could not put back without great peril. Finally all the anchors were east, with the alternative of riding out the gale or going onto the beach, and I think the latter was most expected by all on board. The gale continued

<sup>42</sup> "Autobiography and Recollections of a Pioneer Printer," by Eber D. Howe; Painesville, Ohio, 1878, p. 20.

for three nights and two days without much abatement, and on the morning of the third day, the passengers were taken ashore in small boats, among whom were the late Governor Wood, wife and child."

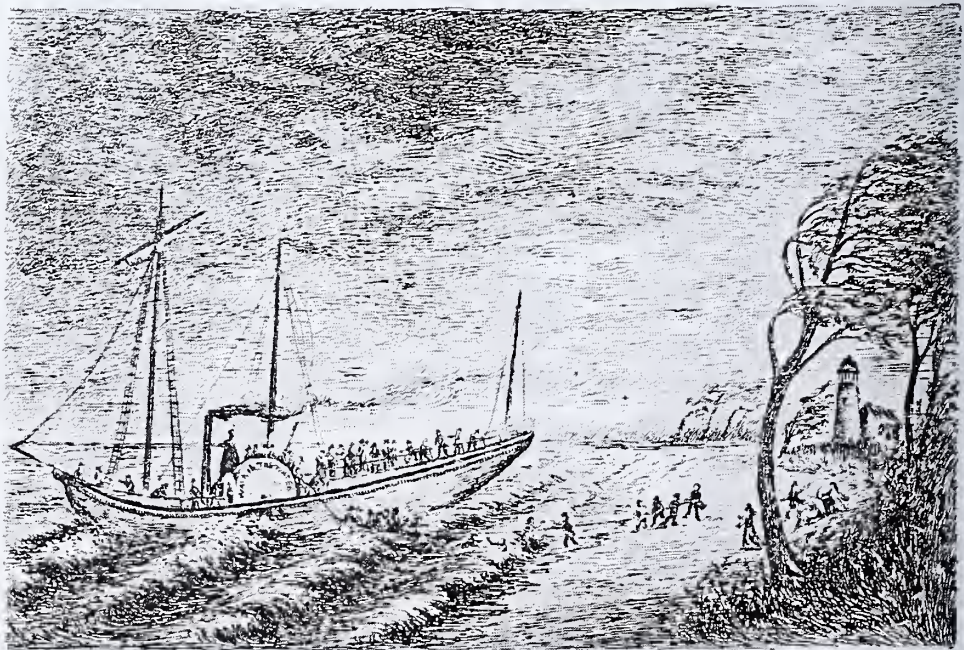
The steamer ran successfully through the seasons of 1819-20, and up to November, 1821, when she was driven ashore, near Buffalo, and wrecked. In a sketch of the life of Orlando Cutter, one of the pioneers of Cleveland, is found an incident in connection with that event. He went east in the fall of 1821, and on his return decided to exchange his former schooner experiences for an experiment with steam. In company with two friends, George Williams and John S. Strong, and some seventy other passengers, he went aboard at Black Rock, in the afternoon. The oxen were called into requisition, to get them over the rapids, ere they proceeded out into the open lake. In the night a furious gale arose, and Captain Rogers, who was then in command, put back, but was not able to get into Buffalo Creek. He came to an anchor near its mouth. Mr. Cutter, who was very seasick, lay in his cabin below, little caring for further experiments with steam. Towards morning, the anchor gave way, and the career of usefulness of the "Walk-in-the-Water" was ended. She was driven ashore sideways and lay easy on a sand beach, so that the passengers and crew reached shore without loss of life.

Some further details of this exciting contest between steam and storm, were personally furnished the writer a few years ago, by the George Williams above referred to.<sup>43</sup> At the time of the narration, he was living in Cleveland, of a venerable old age, but with mind and memory as clear as a bell. Mr. Williams said: "As she cast off her tow-line and moved unaided into the broad waters of Lake Erie, there was no anticipation of the terrible gale we were soon to encounter. The boat had a full complement of passengers, and a full cargo of goods, mostly

<sup>43</sup> "The Early Marine Interests of Cleveland," by James Harrison Kennedy.—"Magazine of Western History," Vol. II., p. 452.



for western merchants, one of whom, Mr. Palmer, of Detroit, was on board with his bride. There was also a company of missionaries, several of whom were ladies, on their way to some western Indian tribe. As the winds rose, friends grouped themselves together, and as the storm grew more and more furious, there was great terror among them. The young bride was frantic, shrieking and calling on her husband. The missionaries sang hymns, and devoted themselves to soothing the terrified. There was a Mr. Strong on board, a cattle dealer and farmer, after whom Strongsville, near Cleveland, was



WRECK OF THE "WALK-IN-THE-WATER."

named. He had in his saddle-bags the proceeds of a drove of cattle just sold at the east. Through the night and during the height of the storm, he lay in a berth near the companion way, his saddle-bags under his head. When asked how he could lie there so quietly, he nonchalantly replied, if he was to be drowned he might as well be drowned there as anywhere. We lay tossed of the tempest, the big seas sweeping over us all the long night. Just as the first gleam of daylight appeared, our anchor



began to drag. The captain, seeing the impossibility of saving the steamer, ordered her beached. With skilled seamanship she was sent broadside on. A rope was stretched from boat to beach, and the passengers were ferried to shore in the small boat. They reached it, drenched and exhausted, but all saved. Yes, of all on board then, I suppose I am the only one now living."

Returning to the ship-building interests of Cleveland, we find Noble H. Merwin engaged in the construction of a schooner of forty-four tons, at the foot of Superior street. She was launched in March, 1822.<sup>43a</sup> Her chain cable was an article of home industry—one of Cleveland's first iron manufactures—and was made on the anvil of one Jones, a blacksmith. As a test of its strength, it was fastened to a butternut tree, and pulled upon by twelve yoke of oxen. Although it parted under the strain, it was thought strong enough for the uses to which it would be put. "When she was launched," says George B. Merwin, "I stood on the heel of her bowsprit, and as she touched the water, christened her, by giving her my mother's name, 'Minerva,' and broke a gallon jug of whisky over her bows, as was the custom on similar occasions in those times. She was dispatched to Mackinac, loaded with provisions, for the garrison on that island, and made the round trip in four weeks, which at that time was regarded as a wonderful achievement."

In 1824, the first steamship built at this port, was constructed by Levi Johnson, in partnership with the Turhooen brothers. It was called the "Enterprise," and was about two hundred and twenty tons. Its engine was of from sixty to seventy horse-power, and was built in Pittsburg. Mr. Johnson, himself, commanded her, running between Buffalo and Detroit. When hard times struck the vessel interests in 1828, he sold her, and retired from the lakes. He aided in building only one more vessel, the "Commodore," which was constructed on the

<sup>43a</sup> This was the first vessel registered at Washington from the district of Cuyahoga, under the United States revenue laws.

Chagrin River, in 1830. From that date on, the building of lake craft was continued by various parties, as the business of the port required.

The route, by which the early vessels entered Cleveland, *via* what afterwards was called "the old river bed," was uncertain, because of the bars of sand which rapidly accumulated at the mouth of the Cuyahoga. The people of Cleveland began to agitate an improvement, and naturally looked to the general government for relief. The appeal was not in vain, and, by an act passed by Congress on March 3rd, 1825, five thousand dollars were appropriated to the building of a pier at Cleveland. This ran six hundred feet into the lake, nearly at right angles with the shore, and beginning forty rods east of the east bank of the river at its mouth. This brought no relief, as the sand filled in as rapidly as before. Congress was persuaded to appropriate an additional ten thousand dollars, and in 1827, Major T. W. Maurice, of the United States engineer corps, prepared a plan for permanent relief, which the government adopted. It was nothing less than the opening of a new and more direct channel, at a point where the bend of the river carried it near to the lake shore. A dam was built across the river, opposite the south end of the experimental pier, from which so much had been expected and so little came. When the rains came, the river rose, men with spades and teams with scrapers were engaged in abundance, and a trench dug across the isthmus from the river to the lake. With the first break into the outlet, the force of the water itself came into play, and the work was practically done. The next spring saw the commencement of the eastern pier. Eventually, both piers were carried back to the river, and also extended into the lake: Congress making successive appropriations for the work. By 1840, over seventy-five thousand dollars had been used in this work, but a good harbor had been secured. The mouth of the old river bed gradually filled up, and the bed itself was used as a place of anchorage and wharfage.

Cleveland not only saw her first steam-boat in 1818, but her first newspaper as well. On the 31st of July, the "Cleaveland Gazette and Commercial Register" made its appearance. In its prospectus the promise was made, that it should appear weekly, but that promise was not always kept, sometimes ten days or two weeks elapsing between days of publication. It was edited and published by Andrew Logan,<sup>44</sup> was not large in size, and was managed with considerable ability while it lived, which was only during the year of its birth, or perhaps a little later.

The second venture in Cleveland journalism resulted in the publication of a newspaper, that had a long and wonderful career, and exerted a powerful influence all through this section for more than sixty years. The first number of the "Cleaveland Herald" was issued on October 19th, 1819, without a single subscriber, and under difficulties which might make even a modern publisher quail. Eber D. Howe, whom we have already quoted, has told in a terse and graphic manner the story of that venture, and as direct witnesses are always to be preferred to hearsay narrators, I will allow him to speak for himself: "I commenced looking about for material aid to bring about my plan for putting in operation the 'Cleaveland Herald.' With this view, I went to Erie, and conferred with my old friend Willes, who had the year before started the 'Erie Gazette.' After due consultation and deliberation, he agreed to remove his press and type to Cleveland after the expiration of the first year in that place. So, on the 19th of October, 1819, without a single subscriber, the first number of the 'Cleaveland Herald' was issued. Some of the difficulties and perplexities now to be encountered may here

<sup>44</sup> "The 'Register' had been put in operation by Andrew Logan, who brought his press and type from Beaver, Pa., which were so badly worn (nearly down to the third nick, as printers say), that the impressions were nearly illegible. Mr. Logan was a very small man, of a very dark complexion, and was, by some, said to be a lineal descendant of the famous Mingo chief. The 'Register' was discontinued a few months after the establishment of the 'Herald.'"—Eber D. Howe, in "Autobiography and Recollections of a Pioneer Printer."



be mentioned, as matters of curiosity to the present generation. Our mails were then all carried on horse-back. We had one mail a week from Buffalo, Pittsburg, Columbus, and Sandusky. The paper, on which we printed, was transported in wagons from Pittsburg, and at some seasons the roads were in such condition that it was impossible to procure it in time for publication days. Advance payments for newspapers at that time were never thought of. In a few weeks our subscription list amounted to about 300, at which point it stood for about two years, with no very great variation. These were scattered all over the Western Reserve, except in the County of Trumbull. In order to extend our circulation to its greatest capacity, we were obliged to resort to measures and expedients which would appear rather ludicrous at the present day. For instance, each and every week, after the paper had been struck off, I mounted a horse, with a valise, filled with copies of the 'Herald,' and distributed them at the doors of all subscribers between Cleveland and Painesville, a distance of thirty miles, leaving a package at the latter place; and on returning diverged two miles to what is known as Kirtland Flats, where another package was left for distribution, which occupied fully two days. I frequently carried a tin horn to notify the yeomanry of the arrival of the latest news, which was generally forty days from Europe and ten days from New York. This service was performed through the fall, winter, and spring, and through rain, snow, and mud, with only one additional charge of fifty cents on the subscription price; and as the number of papers thus carried averaged about sixty, the profits may be readily calculated."<sup>41a</sup>

At the end of two years of this hard and trying labor, Mr. Howe ceased his connection with the "Herald," and Mr. Willes continued its publication. For some thirteen years it occupied the journalistic field without a rival.

The decade from 1810 to 1820, was one of quiet but steady growth for Ohio, her population doubling in that time,

<sup>41a</sup> Autobiography of Eber D. Howe, p. 23.

and reaching over a half million at the date last named. Cheap land and a fruitful soil, with the hopeful attraction of a promising future, had invited a steady immigration from the east. The Erie Canal had stimulated a desire for a direct connection between Lake Erie and the Ohio River: in 1820, the first legislative steps toward that end were taken. Cleveland felt the reviving and encouraging effects of this general advance in the State, and although she was not to emerge, for some years, from the uncertain prospects of villagehood, we find evidences, here and there, of her ambition toward larger things.

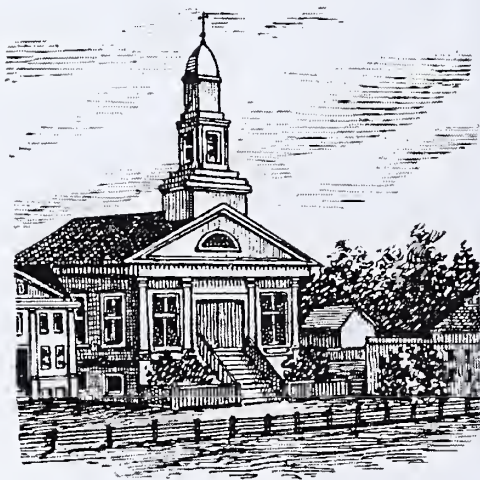
Cleveland had, in her earlier days, the same crude forms of transportation, and the same difficulties to face, as confronted her pioneer neighbors everywhere, except that the lake gave her vessel facilities in one direction, and the Cuyahoga River in another. Overland freight came in winter by sleighs, and in summer on a huge vehicle called a "Pennsylvania," or "Conestoga" wagon, which had to be put together solidly, and well provided with strong horses, to overcome the difficulties of the pioneer roads.

As compared with other means of travel, the stage-coach was the palace car of its day. Cleveland took a long stride upward, when, in 1820, a stage line connected her with Columbus: in the autumn, another joined her to Norwalk. Wagon lines were established, at about the same time, to Pittsburg and Buffalo. The conveyance in which passengers to Pittsburg rode has been described to the writer, as "a canvas top, set solidly on a springless wagon, with three plain boards for seats." Passengers by stage-coach, in summer, had a comparatively easy time, but in the spring or fall their lot was often one of trouble. "The traveler," says an early account, "was sure to be called on to go on foot a large portion of the time, and was often expected to shoulder a rail and carry it from mudhole to mudhole to pry out the vehicle in which he was, in theory, supposed to be riding."

In 1823, a movement was set on foot for the improve-

ment of the public highways. The State directed the laying out of a "free road" from Cleveland to the Ohio River, in Columbiana County. A movement was made in the same year to turnpike the stage-road running to the southwest, and as a result the Wayne, Medina & Cuyahoga Turnpike Company came into being and did good work, making one of the best highways in the State. In 1824, another State road was laid out, running from Cleveland along the line now known as Kinsman street, and out through Warrensville and Orange. With these wagon and stage lines, with the canal when opened, and with the facilities offered by the lake, the traveling public was compelled to content itself until the dawning of the great railroad era.

In 1819, Joel Scranton came to Cleveland, and soon became one of the prominent merchants of the place. He brought with him a schooner load of leather, well knowing that he had something for which there would be a



THE "OLD STONE CHURCH" OF 1834.

demand. In the same year came John Blair, from his farm home in Maryland, in the hope of gaining a fortune in the west. As a means toward that end, he carried three dollars in his pocket, but by a small and lucky speculation in pork, soon increased his capital, and before long opened a produce and commission store on the river.

In 1820, Peter M. Weddell arrived, went into business, and soon made himself one of the leading commercial factors of Cleveland. Michael Spangler came also, and his "Commercial House" was for some years one of the landmarks of the village.

It was in 1820 that Cleveland saw the organization of her second church society, and the commencement of a



line of religious work that has steadily increased and broadened, until to-day it is felt for the general good, in many directions. On the 19th of September of that year, a little company gathered in the old log court-house, and with a membership of but fifteen, organized the First Presbyterian Church of Cleveland.<sup>45</sup> Rev. Randolph Stone, pastor of a Presbyterian Church at Morgan, Ashta-



THE "OLD STONE CHURCH" OF TO-DAY.

bula County, had been engaged previously, by several residents of Cleveland, to give one-third of his time to this place, and upon the organization of this new church he became its minister. Services were conducted in the

<sup>45</sup> The names of these fifteen were: Elisha Taylor, and Ann, his wife; T. J. Hamlin, P. B. Andrews, Sophia L. Perry, Bertha Johnson, Sophia Walworth, Mabel How, Henry Baird, and Ann, his wife; Rebecca Carter, Juliana Long, Isabella Williamson, Harriet How, and Minerva Merwin.

court-house for a time: then were held in the newly-erected brick academy building on St. Clair street. In 1827, the society was legally incorporated as the "First Presbyterian Society of Cleveland," and at the annual meeting Samuel Cowles was chosen president, D. H. Beardsley secretary, and P. M. Weddell treasurer. The first building, the "Old Stone Church," was dedicated in 1834; was demolished in 1853, to make room for a new edifice, which was soon burned down. It was followed by the erection of the present structure, which has stood for years as one of the gospel centers of Cleveland.<sup>46</sup>

Another of those entertaining pen-pictures of Cleveland, which have been so wisely and carefully gathered into that store-house of historical treasures, the "Annals" of Cuyahoga's early settlers, has been drawn by Judge Rufus P. Spalding,<sup>47</sup> of the year whose record we have now reached: "In the month of March, 1823, I first saw Cleveland. I came from Warren, in Trumbull County, where I then lived, in the company of Hon. George Tod, who was then president judge of the third judicial circuit, which embraced, if I mistake not, the whole Western Reserve. We made the journey on horseback, and were nearly two days in accomplishing it. I recollect the Judge, instead of an overcoat, wore an Indian blanket drawn over his head by means of a hole cut in the center. We came to attend court, and put up at the house of Mr. Merwin, where we met quite a number of lawyers from adjacent counties. At this time the village of Warren, where I lived, was considered as altogether ahead of Cleveland in importance; indeed, there was very little of Cleveland, at that day, east and southeast of the Public Square. The population was estimated at four

<sup>46</sup> The seventy-fifth anniversary of the church was celebrated with appropriate ceremonies in 1895, commencing on Sunday, October 20th. A full account of these may be found in a work entitled: "Annals of the First Presbyterian Church of Cleveland, 1820-1895. Being Sermons and Papers called out by the Celebration of her Seventy-fifth Anniversary." 1895.

<sup>47</sup> "Annals of the Early Settlers' Association," No. 1, p. 42.

hundred souls. The earliest burying-ground was at the present intersection of Prospect and Ontario streets. Some years afterwards, in riding away from Cleveland, in the stage-coach, I passed the Erie street cemetery, just then laid out. I recollect it excited my surprise that a site for a burying-ground should be selected so far out of town. The court that I attended on my first visit, was held in the old court-house, that stood on the northwest quarter of the Public Square. The presiding judge was the Hon. George Tod, a well-read lawyer and a courteous gentleman, the father of our late patriotic governor, David Tod. The associate judges of the Common Pleas Court were Hon. Thomas Card and Hon. Samuel Williamson. Horace Perry was clerk, and Jas. S. Clarke, sheriff. The lawyers attending court were Alfred Kelley, then acting prosecuting attorney for the county; Leonard Case, Samuel Cowles, Reuben Wood and John W. Willey, of Cleveland; Samuel W. Phelps and Samuel Wheeler, of Geauga; Jonathan Sloane, of Portage, Elisha Whittlesey, Thomas D. Webb, and R. P. Spalding, of Trumbull County. John Blair was foreman of the grand jury."

Judge Spalding's visit, this time, was only temporary. It was years afterwards that he became an honored citizen of Cleveland, where he remained until the close of his life. There arrived at about this time, however, a gentleman who became one of the business men of the village, and



R. P. SPALDING.

was soon recognized as an addition of which Cleveland had reason to be proud. This was Richard Hilliard, who was a moving spirit in his day, and gave to the young and struggling village a service of value in many ways. He was of New York birth, was well edu-



cated, and had spent some portion of his young manhood in school teaching. He went into business with John Daly at Black Rock, but removed to Cleveland, where, in 1827, he purchased his partner's interest, and carried on the business alone. He was located on Superior street, where the old Atwater Building used to stand, and soon built up a large dry-goods and grocery trade. He formed a partnership with William Hayes, and for some years the firm of Hilliard & Hayes carried on a profitable business. Feeling the need of better accommodations, Mr. Hilliard built a brick block on Water street, at the corner of Frankfort, moved into it, and extended his operations still further. In company with Courtland Palmer, of New York, and Edwin Clark, of Cleveland, he purchased a large tract of land on the flats, and aided in opening that



JOHN W. ALLEN.

part of the city to manufacturing purposes. In his labor in connection with the creation of Cleveland's system of water-works, as president of the incorporated village, and as one of the promoters of the city's railroad system, he gave a service of great value. He died on December 21st, 1856, leaving a name which deserves the high place it holds in the history of commercial Cleveland.

There were several other notable names added to the lengthening roll of Clevelanders about this time. Among these were John W. Allen, Sherlock J. Andrews and David H. Beardsley. Each one became identified with public interests, and lived to see a great city grow up about him. The services rendered by Mr. Allen were conspicuously useful. He was born at Litchfield, Connecticut, in 1802, the son of a lawyer, who gave him a good education. He came here in 1825, studied law with Judge Samuel

Cowles, and became a member of the Cleveland bar. From 1831 to 1835, he was annually elected village president. In 1841, he became mayor. He was elected to the Ohio Senate in 1835; sent to Congress in 1836, and re-elected two years later. He was a Whig in politics; became the intimate friend of Henry Clay, and continued to act with that political organization until the formation of the Republican party, when he gave his adhesion to the new faith. In 1870, he was appointed postmaster of Cleveland by President Grant, was reappointed in 1874, and resigned the following year. We have already noted his appointment as one of the first commissioners of the State Bank of Ohio; and at a later point will find him one of the moving spirits in the building of our first railways. Of him it has been truly said: "Mr. Allen was remarkable for the refinement and dignity of his face and person. His manners were courteous and friendly. His heart was always open to the calls of benevolence, and his ready hand and timely aid secured the prosperity of many a young man who otherwise might have failed entirely. The early settlers of Cleveland, who knew him as one of the foremost and most distinguished of our citizens, will recall the great debt of gratitude the city owes him, for his untiring, unselfish labors in its behalf, and will honor his memory as it deserves." Mr. Allen died on October 5th, 1887.

Sherlock J. Andrews came in the same year as Mr. Allen. He was a native of Wallingford, Connecticut, where he was born in 1801; was liberally educated; graduated from Union College in 1821; and came to Cleveland in 1825, where he commenced the practice of the law in connection with Samuel Cowles. He was afterwards associated in the same manner with two other honored citizens of Cleveland, John A. Foot and James M. Hoyt. In 1840, he was elected to Congress, but ill-health compelled him to decline a renomination. He was elected judge of the Superior Court of Cleveland in 1848; in the next year was chosen a member of the conven-

tion to revise the constitution of the State; and in 1873 was sent to a second convention called for the same purpose. He rendered valuable service to the public in all these responsible positions; was a brilliant advocate, a model judge, a cultured, high-minded gentleman. He died at his home in Cleveland, on February 11th, 1880.

David H. Beardsley, who was born, in 1789, at New Preston, Conn., and died in Cleveland in 1870, came to this city in 1826. He had previously lived at Lower Sandusky (now Fremont), Ohio, where he served as a judge, and a member of the Ohio Legislature. In 1827, he was appointed collector for the Ohio Canal at this point. He continued in that position for a score of years; the most of the commerce of Cleveland passing through his hands. So valuable were his services, that no matter how the political fortunes of those in charge of the public works of Ohio might change, he remained in his office undisturbed. "His integrity," says one biographer,<sup>48</sup> who knew him well, "was the great feature of his character. During all those years that he transacted the business of the State, and in the numerous accounts rendered by him, which amounted to thousands, and in the amount of money collected to about \$1,400,000, not an error, either large or small, was ever detected in his accounts. Having remained many years in his office, and feeling finally that some other business would be more congenial to him, he voluntarily retired." Mr. Beardsley afterwards rendered Cleveland valuable service in connection with the public water-works, and as one of the sinking fund commissioners.

A new era lay just before the Cleveland of 1824; and the year that followed was, in one sense, the turning point in the fortunes of the city. Many signs of progress had been shown during the decade that had just ended, but none of them guaranteed anything beyond a continuation of the same modest village-hood that marked a half-dozen

<sup>48</sup> "Life and Character of David H. Beardsley," by Hon. J. P. Bishop.—  
"Annals of the Early Settlers' Association," No. 2, p. 47.



rivals and neighbors along the shore of the lake. Stage-coaches made the town a point of stoppage; the mails came with due regularity; two churches had been established; there was one live newspaper, and the remains of another that had departed. The seat of justice and the jail were here yet, but Newburg had by no means given up hope of securing them both. In lake traffic the town was fairly represented, but Grand River, Black River, and Conneaut Creek were by no means certain that their future was less brilliant than that of the Cuyahoga. Forests and wild country lay all about her; the logging bee was still a regular social feature out on the Euclid road; stumps, and briars, and underbrush, were among the things that yet adorned portions of the Public Square.

The real growth of the city commenced, only, after the building of the Ohio Canal. The modern traveler, who comes down to the foot of South Water street, in a railroad car, may not realize that beneath the rails, over which he passes, lies the bed of what was once the central artery of Cleveland's traffic and travel.

The canal was, at one time, the main topic discussed by those who advocated internal improvements, and occupied the public attention as fully as did the railroad at a later date.

With the powers of steam but little known, it was natural that this should be the case. The benefits obtained by use of the natural waterways, led men of a progressive and inquiring turn of mind to ask themselves: Why not take a hint from nature, and pattern ourselves upon her model? If she has given us the Rhine, the Thames, the Mississippi, why cannot we have our artificial rivers of water, to join those cities and aid those interests for which she has done so little? All countries cannot be Holland, nor all cities Venice, but leaves can be taken from the book of experience recorded by each. So they set themselves to work: and how well they succeeded, can be read, somewhat, by the results produced

before the days of canal decadence, near the middle of the present century.

The real era of modern canal building may be said to have opened in England about 1761, when the Duke of Bridgewater presented a petition for a bill that would permit the construction of the great canal that bears his name. By 1823, the canals of the United Kingdom had reached a total length of 2,682 $\frac{1}{4}$  miles, and the cost had reached over thirty million pounds sterling.

The matter received serious consideration upon this side of the sea at an early date. It would be difficult to name any one person to whom belongs the honor of originating the canal system of America. General Philip Schuyler, who won distinction in the Revolutionary Army, was certainly one of the original movers in that direction, and contributed much toward the bringing about of important results. In 1761, he was sent to England upon public business, and while there examined the Bridgewater Canal, which had been recently completed. Upon his return home he dwelt with enthusiasm upon the subject, and naturally cast about for directions in which a like enterprise, and a similar triumph of engineering, could be made to redound to the credit and good of America. It was not long before he suggested an artificial connection between Lake Champlain and the Hudson River.

The great war came on, and during it and the period of recuperation of energy and finances that followed, not even so earnest a canal disciple as Schuyler, could find the heart to suggest much beyond an occasional note, that the matter might not be lost sight of altogether. Others had ere this given the theme an attention not wholly of a speculative character, and among these was Elkanah Watson, who paid a visit to Mount Vernon in 1785, where he "found the mind of Washington engaged in a project for connecting the waters of the Potomac with those west of the Alleghany Mountains, by a canal, in order to divert the extensive fur trade from Detroit

to Alexandria, which was then almost exclusively enjoyed by Montreal." The result was a renewed interest and energy on the part of Watson, and the production of some practical results.

In 1788, Watson proceeded to the head of navigation on the Mohawk River, at Fort Schuyler (now Rome), New York, and was there impressed with the feasibility of an artificial water connection between the Hudson River—which meant a direct route to the ocean—and Lake Ontario, which would open the whole basin of the great lakes, by the following route: A canal from Wood Creek to Oneida Lake, and thence down the Onondaga River to Oswego, on Lake Ontario.

The idea was slowly but surely worked out through calculations, conferences with General Schuyler and other enthusiasts, and the sounding of the opinions of those by whose private capital any such undertaking must be achieved. By 1792, public and private opinion had arrived at a point to permit the taking of a definite step. Accordingly, the Legislature of New York passed an act by which two companies were chartered—the Western Inland Lock Navigation Company and the Northern Inland Lock Navigation Company. General Schuyler was made president of both these organizations.

Both proposed routes were explored and work upon them commenced in 1793. The western canal was never completed, according to its original design, but a greater than it was opened to commerce along the same route at a later day. Gouverneur Morris was one of the inspiring spirits that carried forward the work begun by Schuyler and Watson. It was largely by his influence that New York was led, in 1810, to appoint a board of canal commissioners, of which he was made chairman; and the work, which ended in the completion of the great Erie Canal, was practically commenced and thence pushed with no hesitation as to the amount of energy, toil and money needed for the completion of the task.

Upon the appointment of the canal commissioners of



New York, above referred to, they found an efficient and able ally in DeWitt Clinton, who, with others, was appointed in 1812 to lay the matter of the proposed canal before the general government, with a view that Congress should undertake it as a national work. The suggestion was not adopted; while the declaration of war with England delayed the pushing of the enterprise by the State, the party most interested in the results. When Clinton was elected governor in 1816, he found his occasion, and made the most able and earnest use of the power and influence thus placed in his hands. He worked day and night, was zealous in season and out of season, and saw the great enterprise not only commenced but completed and dedicated forever to the public use. The cost of the canal was \$7,602,000, all of which was borne by the State of New York.

This experiment, upon the part of New York, and its successful conclusion, naturally had its effect upon other sections of the country. Ohio was especially interested, and the first steps toward a like system were taken before the completion of the New York enterprise. Legislation was had, as early as 1820, looking towards the construction of a canal to connect Lake Erie and the Ohio River. On January 31st, 1822, a law was passed by the State Legislature authorizing an examination into the practicability of the scheme, and the commissioners named in the act for the carrying out of that measure were Benjamin Tappan, Alfred Kelley, Thomas Worthington, Ethan A. Brown, Jeremiah Morrow, Isaac Minor, and Ebenezer Buckingham. After the preliminary steps had been taken, Mr. Kelley and Micajah T. Williams were made acting commissioners, and the canals were constructed under their direct control. With full credit to all others who had a part in the work, it can be truthfully said that no words can overestimate the part Mr. Kelley had therein. The following pertinent quotation tells the tale:

“The Ohio Canal is a monument to the enterprise, energy, integrity and sagacity of Alfred Kelley. He was

acting commissioner during its construction, and the onerous and responsible service was performed with such fidelity and economy that the actual cost did not exceed the estimate. The dimensions of the Ohio Canal were the same as those of the Erie Canal of New York, but the number of locks was nearly double. The Erie Canal is 363 miles in length, and its total cost was \$7,143,789, or cost per mile, \$19,679. The Ohio Canal is 307 miles in length; its total cost was \$4,695,824, or cost per mile, \$15,300, being less than that of any other canal constructed on this continent. The Ohio Canal was finished about 1830. The labor, with the facilities then existing for the conducting of public enterprise, was Herculean, but Mr. Kelley's indomitable will and iron constitution and physique triumphed over all difficulties. Mr. Kelley neither charged nor received any pay for his first year's services in superintending the preliminary explorations and surveys for the Ohio Canal, and while engaged in the great labor of building the canal, received only a salary of three dollars per day. Surely, it was not the money he worked for!"

The commissioners, above named, set themselves earnestly to the great work they had in hand. They employed James Geddes, of Onondaga County, New York, as engineer, and he arrived at Columbus, the State Capital, in June, 1822. He began an examination of the various proposed routes, ably assisted by Mr. Kelley and his staff, and continued it during the whole of 1823-24; and in 1825 the route was established. It was to commence at Cleveland and end at Portsmouth, on the Ohio River, a distance of three hundred and fifty miles. The personal preference of Mr. Kelley naturally had considerable to do with giving Cleveland the wonderful advantage which this decision secured.

When everything was ready for the opening of the work, preparations were made for an inauguration in keeping with the greatness of the event. An invitation was extended to DeWitt Clinton to be present and break ground at the spot designated for the commencement, on Licking summit, some three miles west of Newark, in Licking County.

The date set for the ceremony was July 4th, 1825.

Governor Clinton accepted the invitation, and stated that he would reach Cleveland on the last day of June.

Extensive preparations were made for his arrival. It was not known whether he would come by stagecoach or boat. When the first named means of conveyance arrived without him, all Cleveland went down to the bluff to watch for the "Superior," which was then due. The story of his arrival and reception has been told by an eye-witness<sup>49</sup> in a manner that cannot be improved upon, so I give it in full: "It was a heavenly day, not a cloud in the sky, the lake calm as the river, its glistening bosom reflecting the fierce rays of an almost tropical sun; she [the 'Superior'] soon passed Water street, dressed with all her flags, and came to anchor about a mile opposite the mouth of the river, and fired her usual signal gun. Her commander, Captain Fisk, ordered the steps to be let down and her yawl boat to be placed alongside of them; then, taking Governor Clinton by the hand, seated him in the stern of the boat, and was followed by his aids, Colonel Jones, Colonel Read, and Colonel Solomon Van Rensselaer, who had traversed the State when a wilderness, as an officer, under General Wayne; Messrs. Rathbone and Lord, who had loaned us the money with which to commence the canal, and Judge Conkling, United States District Judge, of New York. They came up the river, the Stars and Stripes waving over them, and landed at the foot of Superior street, where the reception committee with carriages and a large concourse of citizens awaited them and took them to the Mansion House, then kept by my father, where Governor Clinton was addressed by the late Judge Samuel Cowles, who had been selected by the committee to make the reception address. Governor Clinton made an eloquent reply. In a part of his remarks he made the statement, 'that when our canals were made, even if they had cost five million dollars, they would be

<sup>49</sup> "Governor Clinton and the Ohio Canal," by George B. Merwin,—  
"Annals of the Early Settlers' Association," No. 6, p. 38.



worth three times that sum; that the increased price of our productions, in twenty years would be worth five million of dollars; that the money saved on the transportation of goods, to our people, during the same period, would be five million of dollars, and that the canals would finally pay their tolls, refund their entire cost, principal and interest.' DeWitt Clinton was a man of majestic presence. In his person he was large and robust, his forehead high and broad, his hair black and curly, and his eyes large, black and brilliant, and, take him all in all, looked as though he was born to command."

The inauguration was accompanied by appropriate ceremonies, Governor Clinton himself turning the first spadeful of earth. The work of construction was pushed rapidly forward, and the canal was ready for practical navigation, as far south as Akron, by mid-summer of 1827.

The formal opening was marked by the usual festivities, which occurred in July—one account says on the 4th, but Mr. Merwin places it on the 7th. The two northernmost locks, which connected the canal with the Cuyahoga at Cleveland, were not completed, and the question arose as to how a boat from this end of the line could be got past the locks, and go southward to meet one coming from the other way.

Active Noble H. Merwin found a way of solving that difficulty. He had gone to Buffalo, purchased the canal boat "Pioneer," had it towed to Cleveland, and taken up the river to a convenient point, where teams hauled it over the bank into the canal. A party of leading citizens went aboard, and the boat was soon on its way toward Akron. They soon met the "Allen Trimble"—so named in honor of the governor of the State, who was aboard, as were also the State canal commissioners, and other prominent officials.

Salutes were fired, flags flung to the breeze, speeches made, and a day of genuine rejoicing indulged in. Both boats came back to Cleveland, where a banquet was served under a bower at the Mansion House, followed by

a grand ball in the evening, where Sherlock J. Andrews and John W. Allen served with C. M. Giddings, H. H. Sizer and William Lemon as managers.<sup>50</sup>

In a business way, the effect of this new water highway was immediate and beneficial. It made Cleveland the principal place in Ohio, on Lake Erie, and enlarged the possibilities of lake travel and freightage by providing a means of carriage into the State, and on to the south by means of the Ohio and the Mississippi rivers. A large section of country was provided with an outlet for grain and produce hardly marketable before,<sup>51</sup> and general business received a marked stimulus. Cleveland had secured a great advantage over all her rivals, and settlers and capital came to her in a steadily increasing stream.

There was one result, immediate in its nature, which had not been anticipated, and that for a time bade fair to do the city great harm. In July and August a severe epidemic of typhoid fever swept over Cleveland, and it was charged to the malaria arising from digging the canal basin. Seventeen deaths occurred in less than two months. "A terrible depression of spirits and stagnation of business ensued," writes Ara Sprague, in the communication from which we have already quoted. "The whole corporation could have been bought for what one lot would now cost on Superior street. For two months I gave up all business; went from house to house to look after the sick and their uncared-for business. People were generally discouraged and anxious to leave."

<sup>50</sup> Statement made by Mrs. George B. Merwin: "The completion of the Ohio Canal was celebrated by a great ball at the Mansion House, kept by James Belden. I attended with my parents and sat awhile in the lap of Gov. Allen Trimble, who had honored the occasion by his presence. It took all the men, women and children in the village who danced, to make enough for a set of contradances, or quadrilles."—"Annals of the Early Settlers' Association," No. 1, p. 73.

<sup>51</sup> The canal was completed through to the Ohio River in 1832. In two years, thereafter, the freight carried upon it amounted to half a million bushels of wheat, a hundred thousand barrels of flour, a million pounds of butter, with nearly seventy thousand pounds of cheese, besides a large amount of general merchandise.

## CHAPTER V.

### SOME YEARS OF STEADY GROWTH.

The canal was well under way, but not yet completed, when Cleveland began to feel the need of enlargement in several directions. She had awakened to the belief that metropolitan honors were within her grasp, and that it was the part of patriotism and good business judgment to live up to her opportunities.

In the first place, it was generally agreed that the old court-house and jail were outgrown. The rude structure, down in one corner of the Public Square, had done well enough for the days of small misdemeanors and petty litigations, but now the larger affairs of a growing county-seat, needed better housing and greater protection.

When the subject was first brought into discussion by the Cuyahoga tax-payers, the dormant ambition of Newburg was aroused, and the old claim put forward. The sturdy dwellers in that modern iron center had never given up their hope of earlier days: in their opinion the decisive time had come when the question ought to be settled for all time, and before any more public money was expended in Cleveland. The battle was fought out to the end, and was the last one of which we shall hear, in the history of these two places that have now become one.

There were three county commissioners by whom the question must be decided. One of them was removed by death, and it was found that the other two were equally divided, one favoring Newburg, and the other Cleveland. An election was held in 1826 to fill the vacancy. It was one of the hottest and most exciting that had as yet been seen in that section, all other issues being swallowed up in this great question. Dr. David Long, the Cleveland nominee, was elected by a small majority, and Cleveland's last struggle with Newburg was won.



The building was planned, and work upon it soon commenced. It was located in the southwest corner of the Public Square. It was finished in 1828, and on October 28th. of that year, court was first held within it. Here, the public judicial and administrative business of Cuyahoga County was carried on for nearly thirty years. It was two stories high, of brick, surmounted by a wooden dome, faced the lake, and was entered by a half-dozen steps, front and rear. The lower story was divided into offices



THE SECOND COURT-HOUSE.

for use of the county officials, while the upper floor was used for court purposes. Two or three years later a substantial stone jail was erected in the rear of the court-house and across the street — a structure that, from its sombre appearance, was usually called "the blue jug."

Another advance step was taken in this same year, 1826, when arrangements were made for a larger and more distant cemetery than the original burying-ground which was laid out, on Ontario street, in Cleveland's very early days, when David Eldridge's body was laid within it. Grounds were secured out where Erie street now runs, and the City Cemetery, as it was first called, was dedicated to its uses. The name was changed, afterwards, to the Erie Street Cemetery, and for many years it was Cleveland's chief place of burial. At first it comprised but two acres, but was afterwards enlarged to ten. Its first interment was in September, 1827, when Minerva M., the daughter of Moses and Mary White, was laid away to her eternal rest. No regular register of the sale of lots, or even of burials, was kept before 1840, in which year the whole tract was replatted, and a complete record opened and kept up thereafter.

It was in, or near, this year of many improvements that

the well-known old Franklin House was completed, and opened its hospitable doors for the accommodation of the stranger. N. E. Crittenden came and opened the first jewelry store in Cleveland, occupying a small one-story brick building next door to the Franklin House.

The first actual official connection of Cleveland and Cuyahoga County with the question of slavery, in any shape or form, which I have yet discovered, was formed in 1827, when the Cuyahoga County Colonization Society came into existence. It was a branch of the national organization — the Colonization Society — which had for its object the gradual removal of the colored people of America to Africa, the theory being that many slave-holders would free their bondsmen if assured they would be sent out of the country. Samuel Cowles was elected president; Rev. Randolph Stone, Nehemiah Allen, Datus Kelley, Josiah Barber, and Lewis R. Dille, vice-presidents; A. W. Walworth, treasurer; James S. Clarke, secretary; and Mordecai Bartley delegate to the national society. The meeting for the organization of the society was addressed by the Rev. William Stone. The movement was vigorously opposed by the advocates of an entire abolition of slavery.

An added interest in church matters was felt during the same year, especially among those holding to the doctrines of Methodism. As early as 1818, a class had been formed in Newburg, which passed through various trying experiences, and then went out of existence. Preaching under the auspices of this denomination commenced in Cleveland in 1822, when the Rev. Ira Eddy established a place for services, as a part of the Hudson circuit. Among those who officiated at that time and a little later were the Revs. William H. Collins, Orin Gilmore, Philip Green, William C. Henderson, Robert Hopkins, John Crawford, and William R. Babcock. In 1827, the first Methodist society of Cleveland was formed, in the shape of a class, under the ministrations of Revs. John Crawford and Cornelius Jones. The names of those who participated and thus laid the foundations of the First

Methodist Church of Cleveland, are as follows: Mrs. Grace Johnson, Andrew Tomlinson, Eliza Worley, Elizabeth Southworth, Joel Sizer and wife, Elijah Peet and wife, and Lucinda Knowlton. Mr. Peet became the leader. The Cleveland circuit, as it was then called, comprised all of Cuyahoga County, with Lake, Geauga and Summit Counties, and a part of Ashtabula and Portage.

Cleveland was made a permanent station in 1830, the Rev. George McCaskey becoming pastor. The society, as yet having no church building, used halls, school-houses, and the court-house, and continued to do so until 1841,



FIRST M. E. CHURCH.

when a structure was erected on the corner of St. Clair and Wood streets. The society continued to worship here until 1869, when a new stone chapel was erected on Erie street, near Euclid avenue; and in 1874 the present fine stone church fronting on Euclid avenue was completed and dedicated. The church has had a wonderful

influence for good in Cleveland, in many ways, and from the aid it has given in the formation of other societies of the same denomination may well be called the main fountain-head of Methodism in Cleveland.

The Methodist Church Society of East Cleveland was also organized in 1827. It remained a part of the Newburg circuit until 1858; and in 1860 it was made a station. Its first church building was erected in 1836, and its second was dedicated in 1870.

The beginning of two of Cleveland's greatest sources of wealth—coal and iron—came together, as it happened, in



1828, although it was many years before either assumed any great proportions. John Ballard & Co. put their small iron foundry in operation in the spring; and a little later Henry Newberry shipped, from his land near the canal, a few tons of coal. An attempt was made to introduce it as the fuel of Cleveland. A wagon load was driven from door to door, and its good qualities explained. "No one," says one chronicler, "wanted it. Wood was plenty and cheap, and the neat housewives of Cleveland especially objected to the dismal appearance and dirt-creating qualities of the new fuel. Once in a while a man would take a little as a gift, but after the wagon had been driven around Cleveland all day, not a single purchaser had been found. At length, after nightfall, Philo Scovill, who was then keeping the hotel known as the Franklin House, was persuaded to buy some, for which he found use by putting grates in his bar-room stove. Such was the beginning of the coal business in Cleveland. The new fuel soon found favor for the small manufacturing and mechanical industries of the period, but it was long before the matrons of Cleveland would tolerate it in private residences."

The ambitious village began to feel the need of a little more room for the extension and development of her many growing interests, and therefore, in December, 1829, legislation was secured at the hands of the general assembly which extended her boundaries. All the land "from the southerly line of Huron street down the river to a point westerly of the junction of Vineyard lane with the road leading from the village to Brooklyn, thence west parallel with said road to the river, and down the river to the old village line," was annexed. In February, 1834, a second act was passed, which again extended the boundaries and added; "All the two-acre lots east of Erie street, the tier south of Ohio street, and a parcel at the southwest corner of the original plat, which was not originally surveyed or laid off."

The first step in the direction of organized fire protec-

tion was taken also in 1829, when the village purchased a "Fire Engine No. 3," of the American Hydraulic Company, at an expense of \$285. These are the figures given in the village records, although they do not exactly agree with those stated by John W. Allen in a published address. His story, as to the general circumstances attending the sale, however, may be relied upon, as he was a party thereto. "In the old village corporation," said he, "there was a president, recorder, and three trustees. The legislation was in the hands of the trustees and president. I happened, in the year 1828, to be one of them. Dr. Long was another. We thought it expedient to buy a fire engine, and we negotiated with Mr. Seelye for the purpose of purchasing a small engine. It was before the days of steam fire engines. We were about to make a contract with him for the engine, and were to pay him \$400, \$50 down and \$350 in a note of the corporation. There was a set of men here who were hostile to the measure. They got up a meeting and talked pretty strongly, intimating that we had joined hands with Seelye to swindle the people here, and that we undoubtedly participated in the plunder. But we bought the engine and paid the \$50 like honest men, and gave the note of the corporation for the balance. An election intervened the next spring, and we were all turned out, and a new set of men put in who repudiated the note. The note came here for collection, judgment was rendered, and those men had to walk up to the captain's office and settle the bill."<sup>52</sup>

A market soon followed the fire engine, an ordinance for

<sup>52</sup> This statement was made by Hon. John W. Allen, at the first annual meeting of the Early Settlers' Association, in May, 1880. ("Annals," No. 1, p. 61.) It seems to show that even a man of Mr. Allen's bright mind and vigorous memory cannot be depended upon for details, after the expiration of fifty and more years. Dr. Long was a member of the board of village trustees in 1828; Mr. Allen was not. Mr. Allen was on the board in 1829, and Dr. Long was president. This fact, taken with the records of the village as found in the city clerk's office, shows that the engine was ordered in 1829, at the cost we have above given. The returns of the election, to which Mr. Allen refers, show that he was correct upon that point—not a trustee who voted for the engine was returned the next year.

the regulation of the same being passed in 1829. The receipts during the entire year following were but \$27.50. The receipts for show-licenses, during the same year, amounted to exactly \$5.

The laying-out of new streets, preparatory to organization as a city, which was now but a few years off, went bravely on. In 1828, Orange alley, now known as Frankfort street, was run between Water and Bank streets; Canal street, nearly as now known on the lower portion,



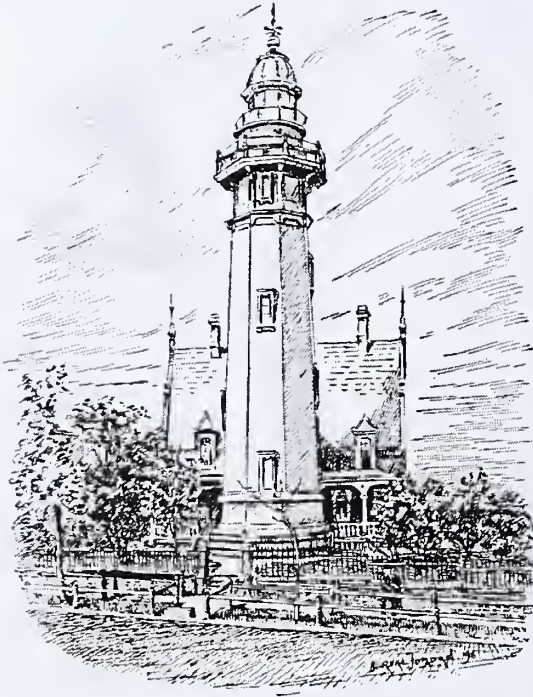
THE LEMEN HOMESTEAD, ERICILD IN 1829.

was laid out, and named, in 1829; in 1831, Prospect street, from Ontario to Erie street, also was laid out; Ahaz Merchant being the surveyor. It was, as before mentioned, at first called Cuyahoga street, but, before the entry was officially made, the name was happily changed to the one it now bears.<sup>52a</sup> The following streets also

<sup>52a</sup> A specimen of Cleveland's early architecture is found in the Lemen homestead, shown in the accompanying illustration. This was built, in 1829, by William Lemen, on the south side of Superior street, at its junction with the Public Square. It was taken down, in 1851, by Mr. Hoffman,



were added to the growing map of Cleveland, in the years named: In 1833, River street, from Superior street to Union lane; Meadow, Lighthouse, and Spring streets; in 1835, High street, Sheriff street, Middle street, Clinton street, Lake street, Lake alley, Ohio street, Rockwell street, and continuations of Prospect and Bolivar streets.<sup>53</sup>



THE PRESENT LIGHTHOUSE.

costly and elegant structure.

The United States government added its contribution to the growing importance by building, in 1830, the first lighthouse in Cleveland, at a cost of eight thousand dollars. The work was done by Levi Johnson, and the structure located on the bluff at the north end of Water street, at a point one hundred and thirty-five feet above the level of the lake. It has been since replaced by a more

who had leased it for a term of years, and the Hoffman Block was erected in its stead. In 1889, this latter building and site were leased to James Parmelee for the term of ninety-nine years, and in 1891-2 the Cuyahoga Building of to-day was erected. The stone pillars which were in the Lemen cottage were used in the construction of a temple in Lakeview Cemetery.

<sup>53</sup> General Ahaz Merchant's connection with Cleveland seems to have been deserving of a more extended mention than is found in any of the published records. He was born in Connecticut, on March 21st, 1794, and became a resident of Cleveland in 1818. He learned the art of the surveyor, and was, for a time, in the service of the State, surveying school lands in Tuscarawas County. He laid out and helped build the horse railroad, elsewhere described, that ran to East Cleveland. He was county surveyor from 1833 to 1835, and again from 1845 to 1850. He did a great deal of engineering for the city and county prior to the employment of a city engineer; was connected with the establishment of grades on Seneca,

Among the arrivals of 1830, were Seth A. Abbey, who served for a number of terms as city marshal, and later as judge of the police court; and Norman C. Baldwin, who formed a partnership, in the produce commission business, with Noble H. Merwin. He was afterwards a member of the firm of Giddings, Baldwin & Co., forwarding and commission merchants, who sent and received a large amount of business over the Ohio Canal. The firm also owned one of the first regular line of steamers to ply the lake. The line of boats and packets from Portsmouth to New York by the Ohio and Erie canals and the lake, was called the "Troy & Erie line," each packet carrying thirty passengers, and one hundred bushels of wheat. In later years, Mr. Baldwin was interested in the banking business and real estate.

It would be an unwarranted discrimination, if, in this mention, here and there of the arrival of business and professional men, none was made of the coming of a noble woman whose life-work in Cleveland, in various forms of usefulness, was blessed for the public good.

Mrs. Rebecca C. Rouse lived a long and useful life in the city of her chosen home, and her memory long will be held in grateful remembrance. The brief sketch of her life and labors,



MRS. REBECCA C. ROUSE.

Bank, Erie, Canal, and other streets; engineer of the first improvement of the old river bed; laid out the most important allotments in the City of Ohio; while his similar work, upon the other side of the river, was very extensive. He was active in the building line, and erected the "Angier House," later known as the "Kennard House." His title of General was gained through his official connection with the militia. He died on March 28th, 1862. His sons, Aaron and Silas Merchant, were both well known in connection with the public history of Cleveland; while one of his daughters, Mrs. R. M. N. Taylor, and her husband, were noted, for some years, as hostess and host of the well-known hotel above named—in its time one of the best in the west.

that follows, is from the appreciative pen of one who in her own field of labor has done much for Cleveland's good: "At eighteen," writes Mrs. Ingham,<sup>54</sup> "Miss Rebecca Cromwell married Benjamin Rouse, a young man in the business circles of Boston, Mass. In 1825, they removed to the City of New York, where, under the lead of Arthur Tappan, she visited the byways and worst localities of the metropolis. In time, both herself and husband decided, upon the request of the American Sabbath School Union, to go as missionaries to the Western Reserve, with residence and headquarters at Cleveland, O. After parting with friends, particularly those of the Delaney Street Baptist Church, they journeyed many days, arriving at this port October 19th, 1830. At that time there was no village above the Public Square; the population numbering one thousand. Euclid avenue was known as the Buffalo road, and Fairmount, the road to Newburgh. They stopped on that Sabbath morning at Merwin's Tavern, a frame building painted red, on the present site of Bratenahl's Block, Superior and South Water streets, the latter called, then, Vineyard lane. After breakfast, Mrs. Rouse asked the landlord if there were no places of worship in the village, and received for reply that a few Methodists were holding a prayer-meeting in the upper story of the house opposite. They crossed the street, and found present among other few, Mrs. Daniel Worley, Joel Sizer, and young Mr. Bump, the school-master. At this time, the Episcopalians had a small, wooden meeting-house, corner of St. Clair and Seneca streets, with organized parish services and Sunday school; here, again, female piety predominated, there being but two male members. This was Old Trinity. During the week following her arrival, Mrs. Rouse gathered about her several good women for religious work, at her own hired house, temporarily occupied, on Superior street, near the later Judge Bishop Block.

<sup>54</sup> "Women of Cleveland and their Work," by Mrs. W. A. Ingham, p. 17.



In a picture owned by Mrs. Rouse, their newly built home shows favorably as a white cottage, on the exact site of the present Rouse Block. - The cottage has a face, apparently all windows, from the fact that the front room was used as a depository for the publications of the American Sunday School Union and Tract Society. This called forth the derisive remark from many male 'sinners,' then resident in our city, that 'there is more religion in Rouse's windows than in the whole village besides.' The names of those who constituted these early assemblies in Cleveland were Mrs. Joel Scranton, Mrs. D. Worley, Mrs. Dr. Long, Mrs. Chas. Giddings, Mrs. Moses White, Mrs. Gabberden, Mrs. Edmund Clark, Mrs. George Hoadley [*sic*], Mrs. H. P. Weddell, Mrs. John M. Sterling. From this gathering grew the Woman's Union Gospel work of Cleveland, which now, under various forms, is a crown of glory upon the fair brow of our own Forest City. October 30th, 1830, Mrs. Rouse had organized the Ladies' Tract Society of the Village of Cleveland, auxiliary to the parent society of New York, the leader being its representative in the homes of our people."

There was one newly-arrived resident of Cleveland in 1831, who was not pleased altogether with what he experienced, although he was compelled to confess that the place was fair to look upon. His personal view of various things is interesting, as he spoke with that confidential freedom that friend uses with friend. This was Milo H. Hickox, and these are the impressions he conveyed to a friend in Rochester, by private letter:<sup>55</sup>

"Cleveland is about two-thirds as large as Rochester, east side of the river, and is the pleasantest sight that you ever saw. The streets are broad and cross each other at right angles. The court-house is better than the one in Rochester; the rest of the buildings altogether are not worth more than four of the best in that place, and one room of a middling size rents for one dollar per month.

<sup>55</sup> "Sixty Years Ago," by Milo H. Hickox.—"Annals of the Early Settlers' Association," Vol. III., No. 1, p. 75.

Everything that we want to live upon commands cash and a high price. Mechanics' wages are low. Journey-men get from \$10 to \$20 per month and board; I get nine shillings and six pence per day, and board myself. I have the best of work. Now for the morals. There are between fifteen and twenty grogshops, and they all live. There was one opened here last week by a man from Rochester. There is a temperance society, with ten or a dozen male members. The Presbyterian Church has four male members, Baptist six, Methodist about the same, the Episcopal is small; they have a house, the others have not. The court-house is used at this time for a theatrical company, and is well filled with people of all classes. My health has not been good since we have been here. About four weeks since, we awoke in the morning and found ourselves all shaking with the ague. I had but one fit myself. My wife had it about a week, every day, and my son three weeks, every day, and what made it worse, my wife and son both shook at the same time. I spent one day in search of a girl; gave up the chase and engaged a passage for my wife to Buffalo, to be forwarded to Rochester. She was to leave the next morning. I was telling my troubles to an acquaintance, who told me that he would find a girl for me, or let me have his rather than have my family leave, so we concluded to stay."

Previous to 1831, that section of modern Cleveland which lies to the west of the river had received less consideration, at the hands of the settlers upon the eastern banks, than its importance and promise for the future deserved. We have had glimpses, here and there, of its connection with the general development, and a long step was taken in that direction in the year above named.

When the fourth draft of the lands, under the auspices of the Connecticut Land Company, occurred in April, 1807, Samuel P. Lord and others drew the township of Brooklyn, No. 7, in range 13. It was surveyed, in 1809, by Ezekiel Hoover. Of the early conditions existing upon that

side, Col. Whittlesey has said:<sup>56</sup> "On the west side of the river, opposite St. Clair street, where the Indians had a ferry, a trail led out across the marshy ground, up the hill past the old log trading house, where there were springs of water, to an opening in the forest, near the crossing of Pearl and Detroit streets. In this pleasant space the savages practiced their games, held their powwows, and when whisky could be procured, enjoyed themselves while it lasted. The trail continued thence westerly to Rocky River and Sandusky. Another one, less frequented, led off southerly up the river to the old French trading post, where Magenis was found in 1786, near Brighton; and thence, near the river bank, to Tinker's Creek, and probably to the old Portage path. A less frequented trail existed from the Indian villages of Tawas or Ottawas and Mingoes, at Tinker's Creek, by a shorter route, direct to the crossing of the Cuyahoga at the 'Standing Stone', near Kent. The packhorsemen, who transported goods and flour to the northwest from 1786 to 1795, followed this trail, crossing the Cuyahoga at Tinker's Creek."

Exactly when and where the first white resident of Brooklyn made his appearance, is not known. Most of the glimpses we have had of the forerunners of civilization upon the West Side, were caught down near the lake and about that part now known as Main and Detroit streets. There was, however, out near the present Riverside Cemetery, a grassy slope running up from the Cuyahoga River, which, even in late years, was known as "Granger's Hill." Here came, from Canada, one Granger, who became a "squatter," but at what date is not certainly known. He was there when James Fish, in May, 1812, became the first permanent settler of the Brooklyn Township of the later days. The stay of the squatter, however, was not long, as he migrated, in 1815, to the Maumee country.

James Fish came from Groton, Connecticut, having

<sup>56</sup> Whittlesey's "Early History of Cleveland," p. 475.



purchased land of Messrs. Lord and Barber. He left home, in the summer of 1811, with his family stored away in a wagon drawn by oxen. He was accompanied by quite a company of pioneers, and spent forty-seven days upon the road. He passed the winter in Newburg; early in the spring of 1812, he crossed over to Brooklyn, erected a log-house at a cost of eighteen dollars, and in May took his family over and commenced house-keeping. In the same year came Moses and Ebenezer Fish, the last named serving as one of the militiamen guarding the Indian murderer, whose execution in 1812 has been elsewhere recorded. In 1813, came Ozias Brainard, of Connecticut, with his family; while in 1814, six families arrived as settlers within one week—those of Isaac Hinckley, Asa Brainard, Elijah Young, Stephen Brainard, Enos Brainard, and Warren Brainard, all of whom had been residents of Chatham, Middlesex County, Conn. They had all exchanged their farm lands at home for those placed upon the market in this section of the New West. Their journey and reception has been described thus—with what warrant of exact truth we are not prepared to say: “All set out on the same day. The train consisted of six wagons, drawn by ten horses and six oxen, and all journeyed together until Euclid was reached (forty days after leaving Chatham), where Isaac Hinckley and his family rested, leaving the others to push on to Brooklyn, whither he followed them within a week. It appears that the trustees of the township of Cleveland, to which the territory of Brooklyn then belonged, became alarmed at the avalanche of emigrants just described, and concluding that they were a band of paupers, for whose support the township would be taxed, started a constable across the river to warn the invaders out of town. Alonzo Carter, a resident of Cleveland, heard of the move, and stopped it by endorsing the good standing of the new-comers,—adding that the alleged paupers were worth more than all the trustees of Cleveland combined.”<sup>57</sup>

<sup>57</sup> “History of Cuyahoga County,” compiled by Crisfield Johnson, p. 417.

Richard and Samuel Lord, and Josiah Barber, of the firm of Lord & Barber, above referred to, removed, as early as 1818, to that part of Brooklyn which is now the west side of Cleveland. Brooklyn Township was organized on June 1st, 1818, and originally embraced "all that part of Cleveland situated on the west side of the Cuyahoga River, excepting a farm owned by Alfred Kelley." Major Lorenzo Carter and his son, Alonzo Carter, purchased lands on the west side soon after the survey, the son occupying the same and keeping tavern in the Red House, as it was called, opposite Superior lane.

The first real boom in land speculation, upon that side, began in 1831, when an organization, known as the Buffalo Company, bought a large tract in that section, laid it out into streets and lots, and began to push various improvements forward at a rapid rate—with what degree of eventual success we shall discover some years later.

Among the events of 1832, was the organization of a church in Newburg, which was Congregational in form, although attached to the Cleveland Presbytery. It came into existence at the residence of Noah Graves, under the direction of Rev. David Peet, of Euclid, assisted by Rev. Harvey Lyon. A temporary place of worship was fitted up in a carpenter's shop, and services were held occasionally under the leadership of Rev. Simeon Woodruff, of Strongsville. This organization became known in later days as the South Presbyterian Church. Timothy P. Spencer, afterwards a well-known citizen, one of the founders of the "Cleveland Advertiser," and later postmaster of Cleveland, became a resident of the village in 1832. At a meeting of the trustees in June, the purchase of a hearse, harness, and bier, was ordered; Dr. David Long and O. B. Skinner being appointed to make the purchase.

An approaching plague, of a severe nature, foreshadowed the early and perhaps frequent use of these trappings of death. The cholera season, of 1832, is still remembered by the older settlers of Cleveland and vicin-

ity, more from the apprehension and dread that it caused than from its actual ravages in this neighborhood.

The researches of medical science, at that early day, had not robbed this eastern plague of its terrors, so, when the alarm was sent through the west that death in its worst form of wholesale slaughter was approaching, the people of Cleveland, like their neighbors, were panic-stricken, and ready to resort to any measures for protection.

Toward the end of May, an emigrant ship landed at Quebec with a load of passengers, and the cholera aboard. It spread over that city with great virulence; moved up the St. Lawrence River; attacked Montreal, where its effects were fatal in most cases. A feeling of panic spread rapidly through all the lake region, as it was known that the march of the scourge, in that direction, would be certain and rapid.

The authorities of the village on the Cuyahoga acted with humane promptness. In the record book of 1832, under date of June 24th, occurs this entry: "At a meeting of the board of trustees of the Village of Cleveland, on the 24th of June, 1832, present J. W. Allen, D. Long, P. May, and S. Pease, convened for the appointment of a Board of Health, in pursuance of a resolution of a meeting of the citizens of the village on the 23d instant, the following gentlemen were appointed: Dr. Cowles, Dr. Mills, Dr. St. John, S. Belden, Ch. Denison."

John W. Allen was then president of the corporation. With wise energy, he set out to protect the citizens, and at the same time care for the helpless sick who should seek shelter in Cleveland harbor. In a communication to this new Board of Health, he said: "At a public meeting of the citizens of this village yesterday to adopt measures in relation to the anticipated arrival of the Indian cholera within our limits, it was determined that a committee of five persons be appointed, whose duty should be to inspect any vessels arriving here from Lake Ontario, or any port on the lake where the cholera does or may exist; to examine all cases that may be suspicious in



their character, either on the river or in the village; to examine into the existence of, and cause to be removed, all nuisances that may have a tendency to generate or propagate the disease. . . . And, also, that they erect or procure a suitable building for the reception of strangers, or others, who may be attacked, or who have not the proper accommodation of their own." An ordinance was also passed relating to the inspection of vessels, or the placing of them in quarantine. At a later date, Dr. S. J. Weldon and Daniel Worley were added to the Board of Health. In July, all quarantine regulations were abandoned.

The story of that fated summer, in Cleveland, has been so graphically told by, perhaps, the chief actor therein ( John W. Allen ), that I will give his relation in full.

" The famous Black Hawk War " was then raging in the territory which is now called Wisconsin, and in adjacent parts of Illinois clear through to the Mississippi River. The Indians were all on the war-path. The garrison, at what is now Chicago, had been massacred, and every white man, woman, and child they could hunt out, murdered. With a horrible pestilence threatened in the east and at home, too, and a war of extermination in progress in the west, it may well be inferred the popular mind was in a high state of excitement. About June, General Scott was ordered to gather all the troops he could find in the eastern forts at Buffalo, and start them off in a steamboat in all haste for Chicago. He embarked with a full load on board the ' Henry Clay,' Captain Norton commanding, a most discreet and competent man and officer. Incipient indications of cholera soon appeared, and some died, and by the time the boat arrived at Fort Gratiot, at the foot of Lake Huron, it became apparent that the effort to reach Chicago by water would prove abortive. General Scott, therefore, landed his men, and prepared to make the march through the wilderness, three hundred miles or more to Chicago, and sent the

'Clay' back to Buffalo. Captain Norton started down the river, having on board a number of sick soldiers. All were worn out with labor and anxiety. They hoped, at Detroit, to get food, medicines, and small stores, but when they got there every dock was covered with armed men and cannon, and they were ordered to move on without a moment's delay, even in the middle of the river, and did so, heading for Buffalo. Before the 'Clay' got off Cleveland, half a dozen men had died and were thrown overboard, and others were sick. All believed there would not be men enough left to work the vessel into Buffalo, and Captain Norton steamed for Cleveland, as his only alternative. Early in the morning of the 10th of June, we found the 'Clay' lying fast to the west bank of the river, with a flag of distress flying, and we knew the hour of trial had come upon us, thus unheralded. The trustees met immediately, and it was determined at once that everything should be done to aid the sufferers, and protect our citizens so far as in us lay. I was deputed to visit Captain Norton and find what he most needed, and how it could be done. A short conversation was held with him across the river, and plans suggested for relieving them. The result was that the men were removed to comfortable barracks on the West Side and needed appliances and physicians were furnished. Captain Norton came ashore and went into retirement, with a friend, for a day or two, and the 'Clay' was thoroughly fumigated, and in three or four days, she left for Buffalo. Some of the men having died here, they were buried, on a bluff point, on the West Side. But, in the interim, the disease showed itself among our citizens in various localities, among those who had not been exposed at all from proximity to the boat, or to those of us who had been most connected with the work that had been done. The faces of men were blanched, and they spoke with bated breath, and all got away from here who could. How many persons were attacked is unknown now, but in the course of a fortnight the disease became less virulent and ended

within a month, about fifty having died. About the middle of October following, a cold rain-storm occurred, and weeks, perhaps months, after the last case had ceased of the previous visitation, fourteen men were seized with cholera and all died within three days. No explanation could be given as to the origin, no others being affected, and that was the last appearance of it for two years. In 1834, we had another visitation, and some deaths occurred, but the people were not so much scared."

To the above graphic description of a trying time, may be added the statement of another prominent Clevelander, made to the writer in person some years ago. This was Captain Lewis Dibble,<sup>59</sup> who simply tells a story in which he had a personal part. "I was here in the two cholera scares," said he. "We had heard a great deal of it, and some marvelous tales were told of men walking along the streets and falling dead, with others of the same character. It was in 1832. I was on the schooner 'America,' and Mr. May asked me whether I would lay up or go on to Buffalo, where the disease was then raging. I replied that I would probably have to face it one place or another, and that it might as well be Buffalo as here. We accordingly went down. We saw a great many hearses going to and fro, and I must confess that things did not look pleasant. When we came back (to Cleveland), we found a guard on the dock, as the people were determined that no ships with cholera on board should stop here. The wind was well in the northeast, and we came in at a good pace. The sentry, a man named Marshall, caught sight of us, and when he saw me he sung out 'Any sick?' I answered that we had none, and he said it was all right. . . . When the 'Henry Clay' came in here on her way back from carrying troops up to the Black Hawk War, she had a number of cases on board. There was great excitement, and many declared she should not remain, some wishing to go down and burn her. I remem-

<sup>59</sup>"Personal Statement," by Captain Lewis Dibble.—"Annals of the Early Settlers' Association," No. 7, p. 56.



ber her captain came up town in disguise, and stopped for a time at the tavern kept by Mr. Abbey. I entered the place once and saw him, but before I spoke to him, he gave me a look that explained the situation and led me to hold my peace. On one occasion water was wanted at the cholera hospital on Whisky Island, and no one could be got to take it there. My vessel was at the foot of Superior street. We took two casks to a spring near Superior street, filled them, and then rowed them down the river to the point of destination. Word came in from Doan's Corners that Job Doan, the father of W. H. Doan, was down with it and needed help. A man named Thomas Coolihan and I agreed to go out and see him. We got a buggy and went to the Franklin House, where we waited a long time before a couple of doctors whom we expected came in. They then mounted another buggy and we drove out, the hour being quite late. We all four went in. The doctors looked at him, shook their heads, and going out returned to the city. He was in great agony. When we, the other two, went up to the bed, he took our hands, and by his look showed that he was in great pain. Captain Stark and a man named Dave Little stood over him, rubbing him all the time. It was no use. We remained about an hour and then returned to the city. An hour after we left, he died."

The subject of a water supply, and of increased fire protection, both came before the Cleveland public for discussion, if not for very definite action, in the year 1833. In June, an act was passed by the Legislature incorporating the Cleveland Water Company, with Philo Scoville and others as incorporators. They were granted the privilege of furnishing water to the Village of Cleveland, but it does not appear that anything was done for the accomplishment of that laudable purpose. In March, 1850, this act was so amended as to extend their privileges; the company was organized, and some stock subscribed, but again nothing came of it; and it was some years before such active steps were taken that the founda-

tion of the great system of to-day was successfully laid.

The purchase of Cleveland's first fire-engine, and the criticism of that action upon-part of the village authorities, have been related in detail elsewhere. In 1833, a volunteer fire-company, Live Oak No. 1, as it was called, came into existence, although there was no regular organization. The foreman was Captain McCurdy. Out of this, there grew, in 1834, a regularly organized company, called Eagle No. 1, of which McCurdy was also foreman. The organization of a regular department soon followed, and Neptune No. 2, Phoenix No. 4, Forest City Hook and Ladder Company No. 1, and Hope Hose Company No. 1, were the component parts thereof; there was a No. 3, but it was composed of boys, and had no official recognition. In April, 1836, Cataract No. 5 was added. The first chief of the department was Samuel Cook, with Sylvester Pease as first assistant, and Erastus Smith as second assistant. The succeeding chiefs of the old volunteer department were as follows:

Sept. 29, 1837, H. L. Noble, chief; Erastus Smith and Jonathan Williams, assistants. June 14, 1838, T. Lemmon made chief. April 3, 1839, T. Lemmon resigned, and John R. St. John succeeded. June 29, 1840, J. R. Weatherly, chief; A. S. Sanford and N. Haywood, assistants. June 19, 1841, J. R. Weatherly continued, with Thomas Well and C. W. Hurd, assistants. June 13, 1842, M. M. Spangler, chief; John Outhwaite and Zachariah Eddy, assistants. June 7, 1843, John Outhwaite, chief; Jacob Mitchell and W. R. Virgil, assistants. June 26, 1844, M. M. Spangler, chief; C. W. Hurd and Zachariah Eddy, assistants. June 2, 1845, A. S. Sanford, chief; W. E. Lawrence and James Barnett, assistants. June 2, 1846, John Gill, chief; Joseph Proudfoot and James Bennett, assistants. June 19, 1847, M. M. Spangler, chief; S. S. Lyons and C. M. Reed, assistants. June 5, 1848, S. S. Lyon, chief; W. E. Lawrence and George Cross, assistants. June 22, 1849, James Bennett, chief; William Sabin and John R. Radcliff, assistants. June 4, 1850, M. M. Spangler, chief; T. C. Floyd and John

Kilby, assistants. June 3, 1851, M. M. Spangler, chief; T. C. Floyd and William Delany, assistants. June 15, 1852, Jabez W. Fitch, chief; William Delany and John Bennett, assistants.

The City Council, in 1853, refused to set a time for the election of a chief, and for some subsequent time they were chosen directly by the people. General J. W. Fitch was followed by William Cowen, who, in turn, gave way to James Hill, who held the office until the breaking out of the war, when he was succeeded by Edward Hart. The latter was re-elected in 1862, but the law was once more changed, and the City Council elected James Crow. Mr. Hill was again made chief on his return from the war. It



JABEZ W. FITCH.

would, of course, be impossible to give all the changes that occurred in the make-up and leadership of the various companies in this long series of years, but we may glance at the constitution of the department in 1850, as follows: Eagle No. 1; Forest City No. 2; Saratoga No. 3; Phoenix No. 4; Cataract No. 5; Red Jacket No. 6; Forest City Hook and Ladder No.

1. Neptune No. 7 was organized in 1853, and Hope No. 8 in 1852. When Ohio City was annexed, Washington No. 1 and Forest No. 2, already organized upon that side of the river, became respectively Nos. 9 and 10 of the Cleveland department. Alert Hose Company was organized in 1857, and Protection Hose Company in 1858. It is said that upon the breaking out of the war in 1861, fully two-thirds of the active members of the department answered the country's call for volunteers, which is a significant illustration of the character of the men of which that old department of unpaid firemen was composed.

The reorganization of the department came in 1863, as



will be shown when the events of that year are under consideration. It would not be just, however, to dismiss the old volunteer service without some recognition of its services, and the public-spirited efforts and personal bravery of those having its fortunes in charge. One citizen, who was acquainted with the whole subject through personal contact and personal knowledge, has borne such minute, expert testimony upon that point, that I cannot forbear reproducing it quite fully: "It was simply," says George F. Marshall,<sup>60</sup> "a concentrated man power, with willing hands and without horses or steam. It comprised a goodly share of the young blood of the city—young men with more muscle than money—men strong of arm and fleet of foot—men who had no other purpose in 'running with the machine' than a desire to do something worthy their manhood. Of those who did not belong to that volunteer band were Joel Seranton, Philo Scoville, Benjamin Harrington, Nathan Perry, Peter M. Weddell, George Kirk, Moses White, Erastus Gaylord, Dr. Long, Levi Sartwell, Daniel Worley, Melancton Barnett and many more like them, whose hearts were in the work, but were not fleet of foot enough to keep out of the way of the engine. Many young men who had not a farthing in combustible matter at stake, except what covered their backs or was at the washerwoman's, were the most active men in the department. They could work with the same vigor to save the poor man's cottage from the flames as the rich man's palace; while on parade and drill days they would march with a more stately tread, and run with greater speed, if they but knew their sweetheart was among the spectators. This young city was miserably poor in those early days, and she was small as well, while there were scattered here and there a pretty good lot of combustible dwellings and places of business which needed the supervising care of a well-drilled fire department. The 'machines' were well enough for those times, but they were

<sup>60</sup> "The early Fire Department of Cleveland," by George F. Marshall,—  
"Annals of the Early Settlers' Association," No. 9, p. 245.

heavy to handle, while the streets, during one-third of the year, were nearly impassable, and the common council forbade the running of fire-engines on the sidewalks. The entire compensation to individual volunteers was rated according to the roll-call of the companies, who appeared at the six-monthly drills and parades each year—one dollar each, while the city orders were at a discount and protested for non-payment. The real service was performed for the honor and glory of the enterprise, as well as the fun to be had between times of hard work."

We are further told that at the tap of the old Baptist Church bell, repeated in quick succession, the town would become alive with hurrying people, whether it were day or night. Among those most certain to respond to this call to duty were such sturdy and active men as Milo Hickox, J. L. Weatherly, J. W. Fitch, James A. Crow, E. C. Rouse, John E. Carey, Elijah Sanford, Jefferson Thomas, B. W. Dockstader, John Proudfoot, John Gill, B. L. Spangler, Jacob Lowman, C. W. Heard, Nelson Hayward, Samuel Mason, and many others. The facilities for obtaining water were not good, and limited "to four or five cisterns, located at street corners, the Ohio Canal, the river; and although there was a vast lake on one side of the city, the waters were never utilized for the purposes of the department. The cisterns or reservoirs were often out of repair and out of water, while some of the engines in trying for water from them were compelled to act like some of our modern political newspapers—they would throw nothing but mud."

It was, also, in 1833, that yet another of the powerful church organizations of the Cleveland of to-day came into existence. On the 16th of February, of that year, the First Baptist Church of Cleveland was organized, under the pastoral care of Rev. Richmond Taggart. The sermon was delivered by Rev. Moses Wares, of Columbia, and the charge to the church by Rev. T. B. Stephenson, of Euclid. The newly-created society came into the fellowship of the Rocky River Baptist Association on Septem-

ber 28th, 1833. The first meetings were held in either that universally useful place of gathering, the old Academy on St. Clair street, or the Court-House, until the erection of their own place of worship on the corner of Seneca and Champlain streets. This was a brick structure, the foundations of which were laid in 1834, the dedication occurring on February 25th, 1836. The church cost thirteen thousand dollars, and was, at that time, considered one of the largest and most attractive in that section of the west. The society gained steadily in strength and usefulness; and in 1855 purchased of the Plymouth Congregational Church a brick church building, on the corner of Euclid avenue and Erie street, where services were first held on April 8th.



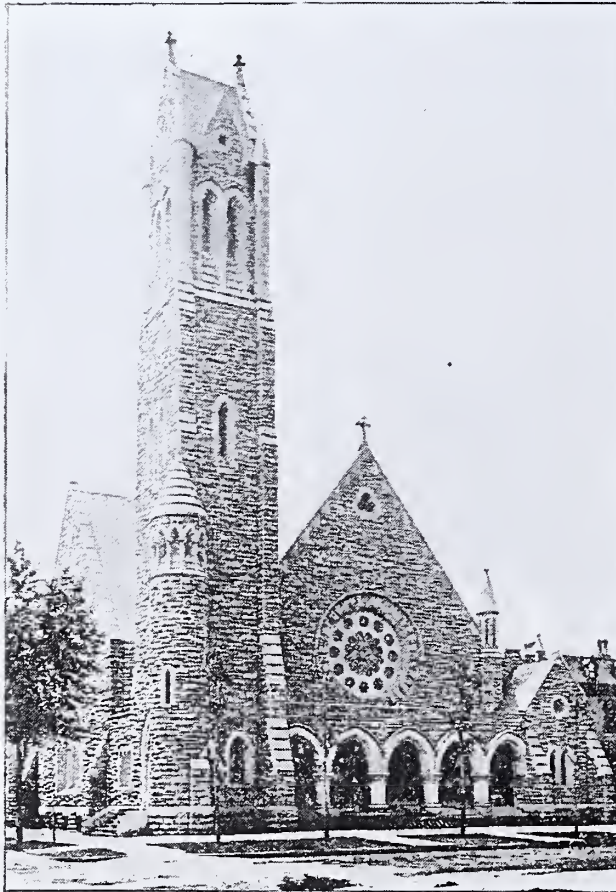
FIRST BAPTIST CHURCH, 1836.

The Hon. John A. Foot, who passed a long and useful life in this city, was among the arrivals of 1833. He was a native of New Haven, Connecticut, and the son of Samuel A. Foot, governor of that State, who, as a member of the United States Senate, introduced that historic resolution in reference to the public lands, which called forth the memorable Webster-Hayne debate. Mr. Foot was a graduate of Yale, and upon his arrival in Cleveland formed a law partnership with Sherlock J. Andrews, which continued until the latter was elected to the bench. In 1837, Mr. Foot was elected to the State Legislature by the Whigs, and afterwards served as a member of the City Council, and was president of that body. He was elected to the State Senate in 1853. In his later years, he



was connected with various educational and reformatory institutions, and performed many useful labors for the good of mankind. He passed from life on July 16th, 1891.

Another notable accession, in the same year, came in the person of Thomas Burnham, one of the city's early business men. He was a native of Saratoga County, New York, and was for some time master of a freight boat run-



FIRST BAPTIST CHURCH OF TO-DAY.

ning from Whitehall to Albany, on the Champlain Canal. In 1833, he concluded to abandon boat life, was married on October 29th of that year, and on the same day set out with his young wife, and one hundred and fifty dollars, to try his fortune in the then far west, in Ohio. The conveyances by which they reached their final destination were various in kind, and their journey illustrates some-

what the common methods of travel in that day. They were conveyed by team from Glens Falls to Saratoga, where they took the cars to Schenectady. Railroading was then a primitive thing, and the line upon which they rode possessed cars fashioned like stage-coaches, running on a strap rail, and drawn by three horses driven tandem. The Schenectady and Albany line was, at that time, employing steam power, but the new motive

power was not as yet used on the smaller roads.

At Schenectady, Mr. and Mrs. Burnham took passage on a boat on the Erie Canal, and proceeded to Buffalo, where they embarked on the steamer "Pennsylvania" for Cleveland. The boat was a slow one, her fuel greenwood, and as she stopped at every port along the way to receive and discharge freight, four days and four nights were consumed in the passage. Soon after his arrival, Mr. Burnham took charge of a school on the west side of the river, in Brooklyn township; Ohio City not having been created. The school building was located on the corner of Washington and Pearl streets, and among the pupils who attended were A. J. Wenham, Henry and Mark S. Castle, and Josiah Barber. Mr. Burnham afterwards entered business life, where he was very successful, and served as Mayor of Ohio City for two terms.

A somewhat touching incident, connected with a famous Indian chief and his visit to Cleveland, has been related by Harvey Rice<sup>61</sup> as occurring in this year, and will bear relation. "At the close of the Black Hawk War, in 1833," says he, "the chieftain, Black Hawk, and several of his band were taken, in the custody of a government officer, to Washington as captives, to be dealt with as the authorities might decide. The captives, instead of being shot, as they expected, were kindly received, and lionized by being taken about town, shown its wonders, and then sent through several eastern cities, with a view to convince them of the invincible power of the white people. They were then returned, under escort, to their homes in the 'far west.' While on their return, the party stopped over a day at Cleveland, as requested by Black Hawk, in order to give him an opportunity to visit the grave of his mother, who, as he said, was buried on the banks of the Cuyahoga. He took a canoe and proceeded alone up the river to the bluff that projects into the valley from the southeast corner of the

<sup>61</sup> Address by Harvey Rice.—"Annals of the Early Settlers' Association," No. 10, p. 301.

Riverside Cemetery. Here he remained for an hour or more, in silent meditation, and then rejoined his comrades with a tear in his eye, though it is said that an Indian never weeps. From the fact of this visit to the grave of his mother, Black Hawk, it may be presumed, was born on the banks of the Cuyahoga."

There was another visitor to Cleveland in the same year, who represented the civilization of transatlantic countries, even as this unfortunate Indian chief represented the supplanted and departing savagery of the west. Unlike the red visitor, he noted his impressions of the neighborhood and times, and the same have come to us in the form of a letter, which this John Stair, of England, wrote from "Newburg, county of Cuyahoga," on August 16th, 1833.<sup>62</sup> He regarded Cleveland as "an increasing place," and "for the size of it, the prettiest town I have seen in America." He believed that its situation on the lake was so commanding, that it would soon be a place of great importance, and even then the inhabitants were beginning to have a taste for the fine arts, "so that a person who understood drawing, music, etc., so as to teach it well, might make money apace there." Each letter that he mailed to England cost him twenty-five cents; large turkeys could be purchased in the Cleveland market at fifty cents each; fowls, one shilling; roasting pigs, twenty-five cents; mutton, beef, pork, veal, etc., from two to four cents per pound; butter, nine cents, and cheese, six. Cows could be purchased for from ten to twenty-five dollars each, and horses from thirty to one hundred. "This is a poor man's country," he adds, "but unless he has land or can labor hard, a man with a family of small children stands but a poor chance. Situations for single men are very scarce, except as bar-tenders at taverns, clerks, etc." He complained of the great scarcity of a circulating medium—"frequently men who are possessed of a good farm and considerable stock are weeks and months without a cent; they barter,

<sup>62</sup> "An Old Letter."—"Annals of the Early Settlers' Association," No. 4, p. 40.



or as they call it, trade for almost everything. Many raise all they eat, with few exceptions, such as tea, coffee, etc. They raise their own wool and flax, which are spun and woven by the women for clothing, so that a farmer is the most independent person in this country." Mechanics of all descriptions met with ready employment. Women school-teachers were paid six dollars per month, and "boarded around" with the parents of their pupils. Men teachers received from ten to twenty dollars per month, and also obtained a living by swinging around the circle of the district. There were a few select or private schools, one of which Mr. Stair kept in Newburg.

Another entertaining view of the Forest City, in the same year, may be briefly quoted, as supplemental to the above:<sup>63</sup> "Few places in the western country are so advantageously situated for commerce, or boast greater population and business. Here is the northern termination of the Ohio Canal, 309 miles in length, by which this village will communicate with Columbus and Cincinnati, with Pittsburgh, St. Louis and New Orleans. . . . An inspection of the map will show that Cleveland has a position of extraordinary advantage, and it only requires a moderate capital, and the usual enterprise of the American character, to advance its destiny to an equality with the most flourishing cities of the west. Two years ago, it had one thousand inhabitants; it has now two thousand, and is rapidly increasing. The vicinity is a healthy, fertile country, as yet mostly new, but fast filling up. An artificial harbor, safe and commodious, constructed by the United States, often presents twenty to thirty sloops, schooners, and steamboats."

<sup>63</sup> This account is taken from an article written by E. Randell, of Tiffin, Ohio, to the "Cleveland Leader" some years since. He says that it is quoted from the "Casket" of 1833.

## CHAPTER VI.

### THE CITY OF CLEVELAND.

The era of railroad building, that was inaugurated in America with such wide-spread results, in the decade from 1830 to 1840, brought Cleveland, for the first time, within its direct influence in the early days of 1834. On the 3rd of March, of that year, an act was passed by the Ohio Legislature incorporating an organization by "the name and style of the Cleveland and Newburgh Railroad Company." Those named in the act as corporators were Aaron Barker, David H. Beardsley, Truman P. Handy, John W. Allen, Horace Perry, Lyman Kendall, and James S. Clark. They were authorized to construct a railroad "from some point in lot No. 413 in Newburgh township, to the harbor in Cleveland;" permitted to transport freight and passengers "by the power and force of steam, animals, or other mechanical force, or by a combination of them." The terminus, at the eastern end, was near a stone quarry on the lot named, which was itself near the corner of the four townships—Cleveland, Euclid, Warrensville and Newburg. There was, immediately, a scene of activity in that neighborhood, as the expectations of the American people as to what could be accomplished by aid of a railroad, even though run by horsepower, were very great. A depot was put up, and the farm lands, lying round about, were cut up into building lots.

The authorized stock was fifty thousand dollars, which was subscribed, and construction commenced. Ahaz Merchant was chief engineer. The track was laid through Euclid street, and across Doan Brook, and thence on up to the quarry, near where Adelbert College now stands. The rails were made of wood, and two horses driven tandem constituted the motive power. The line ran along

the south side of the Public Square, while the depot was a part of the barn of the Cleveland Hotel, which stood upon the present site of the Forest City House. The Square was, at that time, the dumping ground of the stone brought in. This first "railroad" of Cleveland was operated only for a few years and then abandoned, the rotting ties and rails remaining for a long time a public nuisance upon the highway.<sup>64</sup>

There was a quiet but steady growth all through 1834, but nothing of a startling nature to chronicle. The Cuyahoga Steam Furnace Company was organized in that year, the chief stockholders being Josiah Barber, Richard Lord, Luke Risley and Charles Hoyt. The plant was located at the corner of Detroit and Center streets, and for many years it was the chief iron manufacturing concern of the city. The first locomotive made west of the Alleghanies was manufactured there, and also the machinery for the first screw propeller to run upon the lakes. In 1841, the company manufactured a large number of cannon for the United States Government, and at a later date enlarged its scope of operations for the making of plows, castings, mill-irons, etc. The locomotive above referred to was made for a newly-constructed railway between Detroit and Pontiac, Michigan, and after twelve years of use, was in such good condition that it was sold for nearly its first cost. At these works were also built the locomotives first used on the Cleveland, Columbus & Cincinnati Railroad, and also those on the Cleveland & Ashtabula.

Another venture for the year 1834 was the establish-

<sup>64</sup> The ready pen of George F. Marshall has touched up this pioneer line in these words: "The Cleveland and Newburgh Railway was an accomplished fact, had its day, carried its loads of human freight and blue stone combined, yielded up its dividends and the ghost simultaneously, and where is it? . . . The line of route was directly through Euclid street, and a single passenger-coach carried all the human freight that sought transit; one horse was quite enough for any car-load, and we prided ourselves that we had a street railroad in real good earnest, and two trips a day were quite enough for all the travel."—"A Sketch of Early Times in Cleveland," by Geo. F. Marshall.—"Annals of the Early Settlers' Association," No. 1, p. 100.



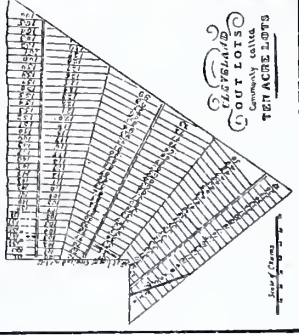
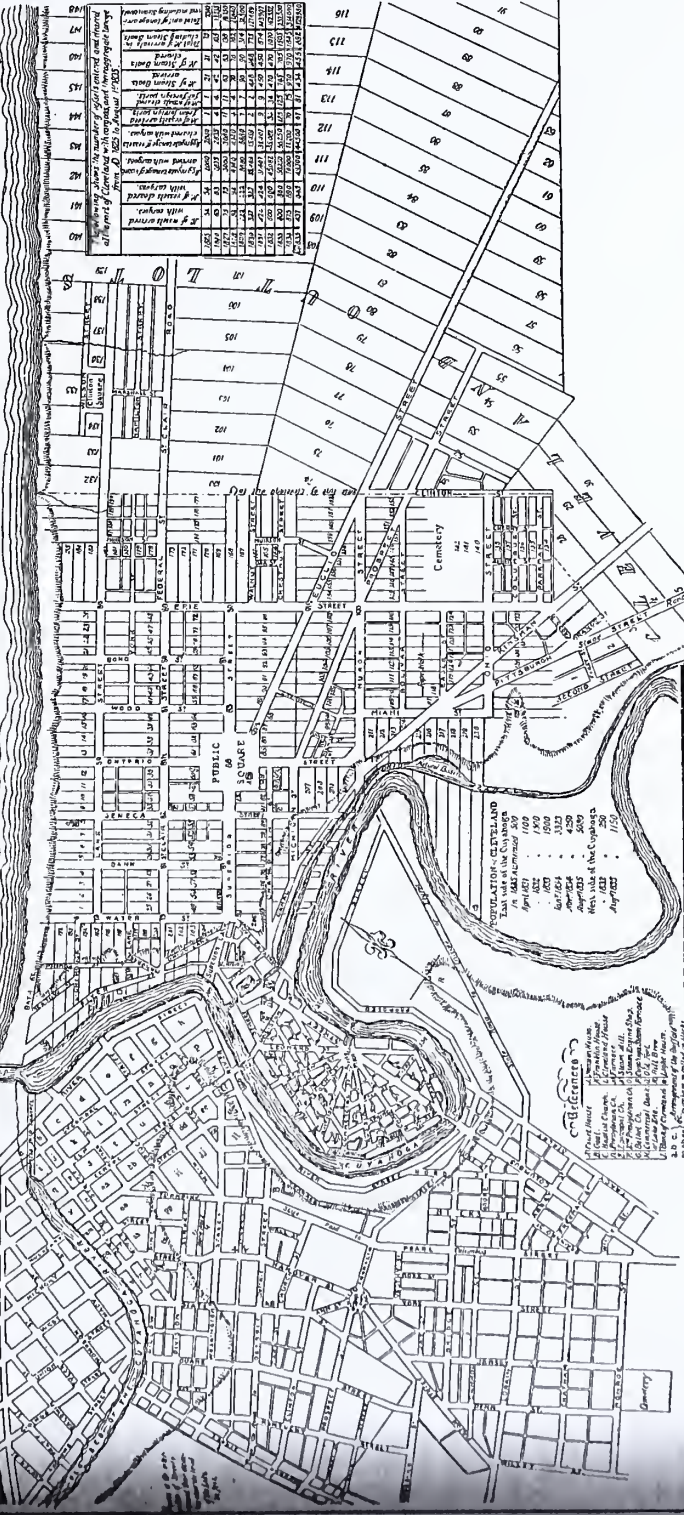
ment of yet another newspaper, the Cleveland "Whig." We have seen how the "Herald" came into being, and also, noted the birth and death of its short-lived predecessor, the "Gazette and Commercial Register." From 1819 to 1832, the "Herald" seems to have held the field without a rival. In the year last named, it veered somewhat toward Democracy, or "Jacksonianism," as it was called at a time when Andrew Jackson dominated his party. The Cleveland Whigs were naturally not pleased with this course, and a number of them set to work for the creation of a counteracting agency. Madison Kelley was persuaded to undertake the task, and in 1832 established the "Advertiser," as an out-and-out Whig organ. John W. Allen wrote the first editorial, and the party back of the venture were pleased with the tone of their new defender; and yet such is the irony of fate, that out of this Whig organ grew that staunch Democratic newspaper, the Cleveland "Plain Dealer," while the "Herald" finally came around to the support of the Whigs.

The "Advertiser" was sold in 1834 to Canfield & Spencer, who continued its publication as a Democratic weekly paper until 1836, when it became a daily. J. W. and A. N. Gray purchased it in 1841, and changed the name to the "Plain Dealer," by which name it has been known since.

The "Whig," which appeared on the 20th of August (1834), was published by Rice & Penniman, and existed about two years. During several succeeding years, the ambition of various parties took the direction of newspapers, and the little city—for such it was soon called—suffered no dearth of periodical literature. In 1836, came the "Messenger," which died within a year; and in the same year the "Ohio City Argus" was established on the West Side, by T. H. Smead and Lyman W. Hall—quite Whiggish in its tendencies, but not very partisan. Col. Charles Whittlesey established the "Cleveland Daily Gazette" in 1836, which united with the "Herald" in 1837, under the name "Daily Herald and Gazette." "The Liberalist" came in 1836, and was so skeptical in its tendencies

are shown of the area and as far as  
originally laid out are entered and  
their respective area in square  
feet, and as far as the original  
and back lot and 100 feet front

# L A K E E R I E



## MAP OF GLEWELAND ENVIRONS

AND ITS

Surveyed and Published by Isaac Merritt, October, 1835.

ALL THE LOTS NUMBERED 1 TO 400 ARE SHOWN AS PER THE LOTS IN THE ORIGINAL MAP AND SURVEYED





that it failed of support, and died within a year. The "Journal" came into existence in 1836; the "Commercial Intelligencer" in 1838; the "Axe" in 1840; the "Agitator" in 1840; the "Morning News," the "Palladium of Liberty," the "Eagle-Eyed News-Catcher," and the "Morning Mercury," were the products of 1841, and, during several succeeding years, other like attempts were made, only to be overtaken by the same fate.

Three churches were added to the growing religious and moral agencies of Cleveland in 1834. St. John's Episcopal, on the West Side, was organized in this year, and held services in school-houses and in the residences of its members until 1836, when a commodious stone church building was erected on the corner of Church and Wall streets. The First Congregational Church was also organized on December 21st, with a membership of thirty-eight. There were at this time but fifteen German families in Cleveland. A meeting of several of these was held, where they organized the German Evangelical Protestant Church society. The early meetings were held in the old Bethel building, between Water street and Superior street hill, until 1836, when the society moved to what was known as the Third Ward School, on St. Clair street.

The name of Henry B. Payne<sup>65</sup> first appears on the public

<sup>65</sup> Henry B. Payne has made his mark upon the history of Cleveland in a deep and lasting manner. Born in Hamilton, New York, he was educated at Hamilton College; studied law; came to Cleveland in 1832, and after admission to the bar, entered into partnership with H. V. Willson. He early took part in the conduct of public affairs; was a member of the City Council; president of the Cleveland & Columbus Railroad Company; member of the first board of water-works commissioners; sinking-fund commissioner; city clerk; elected to the State Senate in 1851; was Democratic nominee for United States Senator in 1851, but was beaten by Ben Wade by only one vote; was Democratic candidate for governor in 1857, but was defeated by Salmon P. Chase by but a few hundred votes; served as delegate to a number of presidential conventions. Mr. Payne was elected to Congress from the Cuyahoga district in 1874, and was a member of the famous Tilden-Hayes electoral commission. In 1880, he was a prominent candidate for the Democratic nomination for President. He rounded out a long and honorable public career by election to the United States Senate in 1884. He died on September 9th, 1896.

records of Cleveland in 1834, when he served as a clerk of elections. He had become a resident of Cleveland the previous year, and formed a law partnership with H. V. Willson, his former class-mate. The long and valuable connection of Mr. Payne with Cleveland, and her public interests, will be shown, from time to time, in the record that follows.

There was commenced in the office of the clerk of Cuyahoga County, on September 26th, 1834, a record book which the law compelled, but which reads now with little credit to the law-makers of Ohio. It is still in existence, in the dusty files of that office, although, let us say thankfully, the use for it has long since passed away. Upon the first page is this entry: "Record of Black and Mulatto persons, certificates of freedom, bonds, etc." It was commenced in accordance with the requirements of an act of the Ohio Legislature of 1804, which provided that "no black or mulatto person shall be permitted to settle or reside in this State unless he or she shall first procure a fair certificate from some court within the United States of his or her actual freedom, and requiring every such person to have such certificate recorded in the clerk's office in the county in which he or she intended to reside."

The law further provided that it should be unlawful, and punishable with a fine, to employ any such person not provided with a certificate of this character. Another act was passed in the same year, making it punishable with a fine to harbor or secrete any "black or mulatto person," and also imposing a fine of one thousand dollars upon anyone who aided or assisted in the removal of any such person—"the property of another." In 1807, a law as to slaves was enacted to the effect that no negro or mulatto should be permitted to settle within the State, unless such person should, twenty days thereafter, enter into a bond, with two or more freehold sureties, "conditioned for the good behavior of such negro or mulatto, and to pay for the support of such person in case he or





CLEVELAND AND OHIO CITY, 1851.  
(From Scranton Heights).





she be found within any township unable to support him or herself."

The first entry in this book, as above stated, was made in 1834, and the last one appears in 1851. One Thornton Kinney, in one of the earliest registrations, was described as "a man of dark complexion, age twenty-one years, five feet nine inches high, and was free born." Another is that of "Jesse Burrell, about forty-nine years of age; has a scar on the forehead, and one over the left eye." This bears the attestation of Robert F. Paine, clerk, by William Waterman, deputy. Public opinion upon the question of slave-holding was very much divided in Ohio, even at that late date, the general view being that it was a necessary social and political institution for the South, and that it was the duty of the North to protect, so far as in their power lay, the slave-holders in the possession of their human chattels.

It will hardly be necessary to apologize for yet another digression at this point, for the purpose of taking a personal view of Cleveland in this year 1835, through the eyes of one who was then a sturdy boy, and now an honored jurist and useful citizen—Hon. James D. Cleveland.<sup>66</sup> "As the steamer came up the river," writes Judge Cleveland, "the boy read the signs on the warehouses—Richard Winslow, Blair & Smith, Foster & Dennison, W. V. Craw, Robert H. Backus, Gillett & Hickox, C. M. Giddings, N. M. Standart, M. B. Scott, Griffith & Standart, Noble H. Merwin—and passed scores of steamers, schooners and canal boats, exchanging wheat and flour from interior Ohio for goods and salt to be carried to the canal towns all the way to the Ohio River. Walking up Superior lane, a steep, unpaved road, you passed the stores of Denker & Borges; Deacon Whitaker's, full of stoves; George Worthington, hardware; at the corner of Union lane, where Captain McCurdy had lately retired from the dry goods business; Strickland & Gaylord, drugs, etc.;

<sup>66</sup> "The City of Cleveland Sixty Years ago," by James D. Cleveland, in the "Cleveland Leader," February 2nd, 1896.

Sanford & Lott, printing and book-store; and T. W. Morse, tailor. On reaching the top, Superior street, 132 feet wide, spread before you—the widest of unpaved streets, with not a foot of flagged sidewalk except at the corner of Bank street, in front of a bank. It was lined with a few brick, two and three-story buildings. A town pump stood at the corner of Bank street, near the old Commercial Bank of Lake Erie, on the corner, of which Leonard Case was president, and Truman P. Handy cashier. There were three or four hotels. Pigs ran in the street, and many a cow browsed on all the approaches to it. Dr. Long had a fine two-story residence on the corner of Seneca street. Mr. Case, C. M. Giddings, Elijah Bingham, William Lemon, John W. Allen, and a few others, had residences dotted around the Public Square, upon which the old Stone Church occupied its present site, and in the southwest corner stood the court-house. The post-office occupied a little ten by fifty feet store-room in Levi Johnson's building, below Bank street, and you received your letters from the hands of Postmaster Daniel Worley, and paid him the eighteen pence, or twenty-five cents postage, to which it was subject, according to the distance it had travelled. The great majority of the best residences were on Water, St. Clair and Lake streets. A few good houses had been built on Euclid avenue, but the Virginia rail-fence still lined it on the north side, from where Bond street now is to the Jones residence, near Erie street, where Judge Jones and the Senator (John P. Jones) lived in their boyhood. There were groves of fine black oaks and chestnuts on Erie street between Superior and Prospect streets, and a good many on the northeast part of the Public Square, and between St. Clair street and the lake. With its scattered houses, its numerous groves, its lofty outlook upon the lake, its clear atmosphere, as yet unpolluted by smoke, Cleveland was as beautiful a village as could be found west of New Haven."

The ship-building interests of the city received a marked impetus, when, in 1835, Seth W. Johnson opened a yard,



at first confining himself to the repairing of vessels. He soon turned his attention to building, and the steam boats "Constellation" and "Robert Fulton" were among the first of his works. The establishment was increased, in 1844, by the addition of Mr. Tisdale, and the firm name became Johnson & Tisdale. This copartnership lasted nineteen years. The firm of Quayle & Moses built a number of vessels; when Mr. Moses retired, John Martin took his place, the firm living for a long time in local history as Quayle & Martin. From the time of this connection up to 1869, they had built fully seventy-five vessels, and in one year they turned out thirteen. E. M. Peck opened a yard here, his first ship being the "Jenny Lind," of two hundred tons. He formed a partnership, in 1855, with I. U. Masters, under the name of Peck & Masters, which existed until 1864. Over fifty vessels were launched by them, and after the dissolution of the firm, Mr. Peck carried on the business alone. He built the revenue cutters "John Sherman" and "A. P. Fessenden," which were promptly accepted by the government, and put in commission on the great lakes. He also constructed a number of other vessels, the greater part of them being of large size. Captain Alva Bradley removed his shipyard from Vermillion to Cleveland in 1868, and built many vessels here before retiring from the ship-building business.

In 1853, the vessel building interest of Cleveland took a new start, and made rapid and wonderful progress. In 1856, a total of thirty-seven craft was reported, having a tonnage of nearly sixteen thousand. This important industry not only held its own afterwards, but soon grew into a great and remarkable place in the commercial development of Cleveland. Between 1849 and 1869, nearly five hundred vessels of all kinds, for lake navigation, were built in the district of Cuyahoga, nearly all of which were the production of Cleveland ship-yards. The records of the Board of Trade gave the total registered tonnage in 1884 at 84,295 tons.

Carrying this marine record back to 1835, the year now under consideration, we note an increased activity along the lake front, as an unwonted emigration to the west had set in. Cleveland had at that time a population of 5,080, and was daily receiving additions. "Steamers ran from Buffalo to Detroit," says one chronicle,<sup>67</sup> "crowded with passengers, at a fare of eight dollars, the number on board of what would now be called small boats reaching from five to six hundred persons. The line hired steamers and fined them a hundred dollars if the round trip was not made in eight days. The slower boats, not being able to make that time, with any certainty, frequently stopped at Cleveland, discharged their passengers, and put back to Buffalo. It, sometimes, chanced that the shore accommodations were insufficient for the great crowd of emigrants stopping over at this point, and the steamers were hired to lie off the port all night that the passengers might have sleeping accommodations." From March 15th to November 28th, in the year following (1836), nineteen hundred and one vessels of various kinds arrived in this port, which is certainly a large gain since 1818, when the "Walk-in-the-Water" made her first appearance here.

There was a reason for this sudden tax upon the hospitality of the Cleveland hotels, and this increased number of visitors. The spirit of speculation in land was moving men in an unusual degree, and towns and cities upon paper were springing up in all directions. There was a great rush toward the already-opened but undeveloped sections of the west. Lines of emigrant wagons were seen almost daily, and the means of transportation by lake and canal were severely taxed. This boom, as it would now be called, had struck the Cuyahoga Valley, and the impression, suddenly, came into the minds of Clevelanders that their village had been touched at last by the wand of destiny, and that all the possibilities of a great future lay within her reach. This was, in a sense,

<sup>67</sup> "Magazine of Western History," Vol. II., p. 444.

set in the way of realization, when, in 1836, Cleveland took upon herself the dignity and responsibilities of an incorporated city.

In expectation of this important step, and in an extension of the opportunities for settlement, a number of allotments in the outlying districts had been made. On January 12th, 1833, Alfred Kelley had made an allotment of the section lying west of Water street, and immediately south of Bath street. Toward the end of the same year, James S. Clark, Edmund Clark and Richard Hilliard made what was called "the Center Allotment," embracing all of the land in the first bend of the river. In April, 1834, Leonard Case laid out a ten-acre lot, at the southeast corner of the old city plat, and widened the Newburg road (Broadway), from 66 to 99 feet, to correspond with the original Ontario street.

John M. Woolsey, in 1834, also added to the lands upon the market, by an allotment of all the two-acre lots south of Superior street and west of Eric street. Lee Canfield, Sheldon Pease and their associates, in November, 1835, allotted the two-acre lots at the northeast corner of the city plat, and laid out and dedicated Clinton Park. In January, 1836, Thomas Kelley and Ashbel W. Walworth laid out the two-acre lots south of Ohio street, and also a large tract of land adjoining the same, and reaching to the river.

Preparations of the same active nature were being carried on, with an equal vigor, upon the other side of the river, where there was also a firm belief that manifest destiny foreshadowed important things. We have seen, already, how various enterprising capitalists had, in 1833, purchased a tract of some eighty acres, and laid it out into lots and streets, and known in the local comment and discussion of the day as "the Buffalo Company Purchase." Several allotments had also been made, outside of this section, by various parties owning lands in that vicinity.

Among the members of the Buffalo Land Company were Philander Bennett, Major A. Andrews, Thomas



Sheldon, N. C. Baldwin, B. F. Tyler, and Charles Winslow. The purpose the founders of the organization had in mind, was to drain and to improve the lands, locate factories and dwellings, and make that section the chief point upon the Cuyahoga River.

Naturally, there was a great deal of rivalry between the two villages, and this feeling culminated, early in 1836, in a contest, as to which should be the first to don full municipal honors.

A bill had been introduced in the State Legislature for the incorporation of the City of Cleveland. In that measure, it was directed that the village council should call an election for the officers of the proposed corporation some time in April, which was the month for the regular spring elections.

A bill was also introduced, in the same body, for the incorporation of "The City of Ohio,"<sup>68</sup> upon the other side of the river. It contained a clause that officers should be elected on the third Monday in March. The bill passed on March 3rd, just two days before that incorporating Cleveland became a law, which was on March 5th, 1836. Thus the west side of the river, both in the date of the law and of the first election, became a full-fledged city before her older neighbor across the Cuyahoga River.

The law described the territory to be embraced within the limits of this new-made city, and declared that "the inhabitants thereof" were created "a body corporate and politic, by the name and style of the City of Cleveland." The limits laid down were as follows:

"Beginning at low water mark on the shore of Lake Erie at the most northeastwardly corner of Cleveland, ten-acre lot number one hundred and thirty-nine, and running thence on the dividing line between lots number one hun-

<sup>68</sup> It seems to have been the universal custom from the beginning, to call the corporation across the river, "Ohio City." Yet the fact is, that it was incorporated under the name "City of Ohio," and that name appears in all the council records, from the first page, in 1836, to that in which it is stated that the council adjourned *sine die*, in 1854, when Cleveland and the City of Ohio became one.

dred and thirty-nine and one hundred and forty, numbers one hundred and seven and one hundred and eight, numbers eighty and eighty-one, numbers fifty-five and fifty-six, numbers thirty-one and thirty-two, and numbers six and seven of the ten-acre lots to the south line of the ten-acre lots, thence on the south line of the ten-acre lots to the Cuyahoga River, thence down the same to the extreme point of the west pier of the harbor, thence to the township line between Brooklyn and Cleveland, thence on that line northwardly to the county line, thence eastwardly with said line to a point due north of the place of beginning, thence south to the place of beginning."

The final meeting of the trustees of the incorporated Village of Cleveland, was held on the 21st of March, 1836, when it was ordered that the election to choose city officers "under the charter incorporating the City of Cleveland be held in the several (three) wards in said city, on the second Monday of April, 1836." The judges and clerks of said election were appointed, as follows:

*First ward: Judges,* Richard Winslow, Seth A. Abbey, Edward Clark. *Clerks,* Thomas Bolton, Henry H. Dodge.

*Second ward: Judges,* Gurdon Fitch, Henry L. Noble, Benjamin Rouse. *Clerks,* Samuel Williamson, George C. Dodge.

*Third ward: Judges,* John Blair, Silas Belden, Daniel Worley. *Clerks,* John A. Vincent, Dudley Baldwin.

It was ordered also that the election in the first ward should be held in the Court-House; that of the second ward in the lower room of the Stone Church; and that of the third ward at the Academy. While these places were, of course, chosen because of locality and room, it will be noted that the new-born city started off well, holding its first election, as it were, within the visible portals of the law, the gospel, and education.

The election was held in due season, with the following result:

*Mayor:* John W. Willey.

*Aldermen:* Richard Hilliard, Nicholas Dockstader, Joshua Mills.

*Marshal:* George Kirk.

*Treasurer:* Daniel Worley.

*First ward councilmen:* Morris Hepburn, John R. St. John, William V. Craw. *Second ward:* Sherlock J. Andrews, Henry L. Noble, Edward Baldwin. *Third ward:* Aaron T. Strickland, A. M. C. Smith, Horace Canfield.

John W. Willey, who was then entrusted with the honor and responsibility of serving as the first mayor of Cleveland, was qualified in all ways for that position. He was of New Hampshire birth, and was twenty-five years of age, when, in 1822, he settled in Cleveland, and began



MAYOR JOHN W. WILLEY.

the practice of law. He was thoroughly fitted to make his way in a new and growing country. Well learned in the law, of a keen and penetrating mind, a logician by nature, and endowed with great eloquence and wit, he soon became a marked figure at the Ohio bar. He served three years as representative and three as senator in the general assembly of Ohio. On his election as mayor of Cleve-

land, he gave himself earnestly to the peculiar demands of a formative period, paying much attention to the preparation of the laws under which the new city commenced its official life. He was re-elected mayor, in 1837, by a large majority. In 1840, he was appointed to the bench of the common pleas court of Cuyahoga County, which he was eminently fitted to adorn. At the time of his death, which occurred in June, 1841, he was president judge of the fourteenth judicial district. Of the quality of Judge Willey's work for the city, Judge Griswold speaks as follows, in the address heretofore quoted:



“ The act by which the city was incorporated is a most excellently drafted instrument. It shows, on the part of its author, a clear understanding of municipal rights and duties. The language is clear and precise, and throughout its whole length it bears the impress of an educated, experienced legal mind. It was, undoubtedly, the work of the first mayor, and, I may add, for the purpose of furnishing the basis of wise city legislation for clearness, precision, and certainty, it will not suffer by comparison with any of the municipal codes enacted since the adoption of the present constitution.”

The first meeting of the first City Council of Cleveland, was held in the Court-House on April 15th, 1836. The officers above named received the oath of office, and with them George Hoadly,<sup>69</sup> “a justice of the peace for said county.” Sherlock J. Andrews was unanimously elected president of the council, and Henry B. Payne was by a like vote made city clerk and city attorney. At the second meeting, a committee was appointed to confer with the councils of Philadelphia as to the mutual advantages to be derived from the building of the proposed Cleveland & Warren Railroad to Pittsburg. The presentation of the famous Columbus street bridge to the city was accepted. Glancing rapidly over the proceedings for the next four months, we glean these points of historical interest, showing the outward movements of municipal



MAYOR GEORGE HOADLY.

<sup>69</sup> George Hoadly was one of the marked men of his day. He had been a tutor at Yale, and, for some time in his early years, was a writer on an eastern journal. He served as a justice of the peace, in this city, from 1831 to 1846, and, during that time, passed upon over twenty thousand cases, few of which were appealed, and in not one case was his judgment reversed. In 1846, he was elected mayor of Cleveland, and made as good a chief municipal officer as he had a justice. About forty years after his inauguration, his son, George Hoadly, was installed as Governor of Ohio.

events: The preparation of a law, authorizing a city loan not to exceed one hundred and fifty thousand dollars, was ordered. Fire limits were established on May 4th; wood inspectors were appointed, and it was decreed that "each cord shall contain one hundred and twenty-eight cubic feet." On May 7th, an ordinance was passed regulating the fire department and prescribing that, "The fire department of the City of Cleveland shall consist of a chief engineer, two assistant engineers, two fire wardens, in addition to the alderman and councilmen (who are *ex officio* fire wardens), and such fire-engine men, hose men, hook and axe men, as are, or may from time to time, be appointed by the City Council." It prescribes the duties of each official in full, and orders penalties for damaging or obstructing the department in any way. All members of fire companies were exempted from poll-tax. On the same day, the first theater license issued by the City of Cleveland was granted to Messrs. Dean and McKinney, to be in force one year, on the payment of seventy-five dollars. John Shier was appointed city surveyor and engineer. The intersection of Water and Superior streets was designated as a public stand for the sale of wood, and Stephen Woolverton, wood inspector, was directed to locate his office near that point. The Public Square, near Euclid and Ontario streets, was designated for the same purpose, and Inspector Samuel Brown was directed to locate his office in that vicinity. The purchase of a coat, for each member of the Hook and Ladder Company, was ordered. Samuel Cook was elected the first chief engineer of the fire department of the City of Cleveland; Sylvester Pease and Erastus Smith being chosen first and second engineers, respectively. On May 31st, a communication from the mayor on the subject of common schools was read, and referred to a select committee of three, consisting of Messrs. Andrews, Hilliard and Hepburn. The street commissioner was directed to procure a suitable ferry-boat, to carry persons and property across the river at such point as the Council should direct. In the proceedings for June

20th, the following was agreed to: "That the marshal is hereby directed to prosecute every person retailing ardent spirits contrary to the provisions of the ordinance regulating licenses, after giving such person six days' notice to procure a license, and also to prosecute every person who fails to take out a license within one week after the same has been granted by the Council."

In August, Mr. Andrews resigned his position as president of the Council, Dr. Joshua Mills being elected in his stead. In October, formal action was taken for the repairing, or replacing of "the town pump near the courthouse." Henry B. Payne resigned the position of city clerk, and George B. Merwin was elected to that office.

Leaving, for a time, the general story of Cleveland's advance and development, we will follow her official municipal record during several succeeding years, touching upon salient points only. In March, 1837, it was ordered that the mayor should be paid five hundred dollars for his services during the year, while each member of the council was awarded one dollar for each session of that body he had attended. The second city election, that of 1837, resulted as follows: *Mayor*, John W. Willey; *Treasurer*, Daniel Worley; *Marshal*, George Kirk; *Aldermen*, Joshua Mills, N. Dockstader, Jonathan Williams; *Councilmen*, George B. Merwin, Alfred Hall, Horace Canfield, Henry L. Noble, Edward Baldwin, Samuel Cook, Samuel Starkweather, J. K. Miller, Thomas Calahan.

At the first meeting of the second City Council, on March 20th, Joshua Mills was elected president; O. P. Baldwin, city clerk; Canfield & Spencer, city printers; and W. J. Warner, street commissioner. A great deal of small business was disposed of during the first month or so, one item of which was the appointment of a special committee to "inquire into the expediency of lighting Superior street from the river to the Public Square, and how many lamps will be necessary, and the expense of lamps, lamp-posts, oil, etc., and the best method of defraying the expense satisfactorily to the citizens." A resolution was



adopted approving of a scheme for the publication of a city directory. Another resolution was adopted, which declared that each individual who may have license to sell liquors in the city shall be permitted to sell "at the race course for five days, commencing on Tuesday, the 6th, provided each individual, before selling, pay the city treasurer ten dollars." During this year, some progressive steps were taken, showing that Cleveland had begun to emerge somewhat from the village influences that had hampered it in the first year of municipal rule. On June 5th, Mr. Hall offered a resolution which declared that "for the erection of a market or markets, the purchase of grounds whereon to build school-houses, and the erection of school-houses, it is expedient for the city to borrow on the good faith and credit thereof, the sum of fifty thousand dollars, for a term of years, at six per cent. annual interest, by creating

that amount of stock, provided said stock shall not be sold under par."

This measure was laid on the table for a time, but was finally taken up and passed. At the same time Mr. Canfield's ordinance for the establishment of common schools was also passed. During the year a number of steps were taken, carrying these



MAYOR NICHOLAS DOCKSTADER.

important measures into execution.

At the election of 1838, Joshua Mills was elected mayor; Alfred Hall, N. Dockstader and B. Harrington, aldermen; George C. Dodge, Moses A. Eldridge, Herrick Childs, Leonard Case, B. Andrews, Henry Blair, Thomas Calahan, Tom Lemen, and M. Barnett, councilmen; Samuel Williamson, treasurer; and George Kirk, marshal. At the organization of the Council, on March 19th, N. Dockstader

was elected president. No city clerk was chosen at that session, because of the multiplicity of applicants, but, on the 22nd, A. H. Curtis was elected. The cost of carrying on the city, at that time, can be seen from a report of the Council finance committee, in which it is stated that the probable amount required for general purposes for the year would be \$16,745, exclusive of that needed for the support of the poor. The amount to be collected from licenses and debts due the city would be \$4 500, leaving a tax of \$12,265 to be levied. Help was extended by the city in a material way to the first railroad effort that had assumed any formidable form. Permission for such action having been granted by the Legislature, Mr. Dockstader, in January, 1839, offered the following resolution, which was adopted:

“ That the board of commissioners designated to execute the wishes and directions of the City Council and citizens of Cleveland in regard to the construction of the Cleveland, Warren & Pittsburgh Railroad, be respectfully requested to subscribe for and take up so much of the stock subscribed by our citizens, for the purpose of securing the charter of the railroad, as will amount to two hundred thousand dollars, and that, in conjunction with the directors of said railroad, immediately take measures to procure a sufficient amount of subscription to construct said road from Cleveland to the Pennsylvania line, and then to borrow the aforesaid two hundred thousand dollars on the credit of the city.”

Mr. Mills was re-elected mayor in 1839; Samuel Williamson was again made treasurer, and Isaac Taylor, marshal. John A. Foot was elected president of the new council, and James B. Finney, city clerk.

During the life of this body, Moses Kelley was appointed city attorney; a great deal was done in the direction of giving Cleveland better school facilities, as will be elsewhere shown; the city market house on Michigan street was built and accepted, and L. D. Johnson appointed market clerk. An effort was made in the direction of temper-

ance reform, and the action concerning the same we transcribe in full from the records of January 29th, 1840: "Mr. Barr's preamble and resolutions on the subject of licenses was called up. Mr. Foot submitted the following as a substitute: 'That the committee on licenses be instructed to report an ordinance for the suppression of dram shops.' Mr. Rice proposed striking out the words 'dram shops,' and inserting 'the sale of ardent spirits without license in the city,' and report at the next meeting of the Council. Mr. Foot accepted the amendment." At the next meeting the following occurred: "The same committee (on licenses) also reported an ordinance for the suppression of the sale of ardent spirits in less quantities than one quart. Mr. Kelley moved to strike out



GEORGE A. BENEDICT.

'one quart' and insert 'fifteen gallons.' Mr. Barr moved to lay it on the table. Lost. The question was then taken upon Mr. Kelley's amendment, and lost. Mr. Hilliard moved to amend by striking out the words 'one quart' and insert the words 'one pint,' which was also lost. Mr. Kelley moved to insert 'a pound of bread,' and was

decided out of order. It was, finally, on motion of Mr. Rice, committed to the same committee for revision."

That was the last heard of the liquor question for that year, at least, as no further action had been taken when the new Council came into power. At the election of 1840, Nicholas Dockstader was elected mayor; Timothy Ingraham, treasurer; and Isaac Taylor, marshal.

Dr. Mills, who for three years held the office of mayor, was an efficient official, an estimable man, and a well-



known physician. He was born in 1797, and came to Cleveland about 1831. He practiced medicine here, and at one time kept a drug store on Superior street. He died on April 29th, 1843. In speaking of his character and record, the "Cleveland Herald" (May 1st) said: "His eminence as a physician, his usefulness as a citizen, his character as a man, have secured to him an enviable reputation, while the frankness, the generosity, the nobleness of his heart, have won the lasting love of all who knew him."

On the organization of the Council of 1840, William Milford was chosen president; J. B. Finney, clerk; George A. Benedict, city attorney; and J. A. Harris, city printer. Among the proceedings of the year we find instructions to street supervisor to "prepare and seed the southern half of the Public Square in a suitable and proper manner;" authorization of the same official to "procure some suitable person to sink the public wells, so that they shall contain at least three and one-half feet of water, provided the expense shall not exceed thirty-five dollars." On May 6th, Mr. Foot's ordinance concerning the liquor question was taken



JOSIAH A. HARRIS.

up and passed, after much discussion. It was entitled "an ordinance to regulate taverns, and to prohibit the sale of ardent spirits or other intoxicating liquors by a less quantity than one quart." It was provided, further, that no licensed tavern keeper should give or sell ardent spirits to any child, apprentice, or servant, without the consent of parent, guardian, or employer, or to any intoxicated person. It was during this year that the Public Square was finally enclosed with fences—fences that it took great trouble and long discussion to remove in later

years. In February, 1841, the following salary list was agreed upon: City marshal, three hundred dollars per annum; city clerk, four hundred; street supervisor, four hundred; treasurer, two hundred; market clerk, one hundred. At a later date, the salary of the mayor was fixed at one hundred dollars per year.

Mr. Dockstader, whose official life closed with the end of this official year, will be remembered by the older residents of Cleveland, as a business man who gave his time freely to the public when he could be of service, but who by no means made office-holding the purpose of his life. He was born in Albany, N. Y., on January 4th, 1802, and came to Cleveland when but twenty-four years of age, in 1826. He soon after went into business, and was the leading hat, cap and fur dealer in the city, until his retire-

ment from active business in 1858. He died on November 9th, 1871; was a man of sterling qualities, and strict business and personal habits.



MAYOR NELSON HAYWARD.

John W. Allen was elected mayor in 1841; Joshua Mills, in 1842; N. Hayward, in 1843; and Samuel Starkweather, in 1844, and re-elected in 1845. Among the measures considered, during this time, was a resolution offered by Henry Morgan proposing the repeal

of the city charter, because that form of government was expensive and no improvement over the government by township officers; a petition was presented asking for an appropriation out of the general fund for the education of colored children, which was granted to the extent of fifty dollars; the tax of 1845 was laid at six mills on the dollar. George Hoadly was chosen mayor in 1846; Josiah A. Harris, in 1847; Lorenzo A. Kelsey, in 1848; Flavel W. Bingham, in 1849; William

Case, in 1850.<sup>70</sup> The first official hint of the telegraph in connection with Cleveland, is heard in 1847, when H. B. Ely, in behalf of the Lake Erie Telegraph Company, offered a petition asking permission to erect a line through the city. A resolution favoring the project was offered by Henry B. Payne, and adopted. The records show various measures proposed or passed, relating to the giving of city aid to railroads, schools, gas works, cemeteries, etc., all of which will find consideration in their proper place in this record.

Leaving the official municipal history of Cleveland at the mid-century mark, to which it has now been carried, we retrace our steps to the year 1836, to consider the general fortunes of the rival municipalities that were separated only by the Cuyahoga River.

There were several gentlemen who chose their homes in Cleveland this year, and afterwards left their impress for good upon the public life in various ways.

Among these were William Bingham, who was induced to come here because of the presence of his cousin, Flavel W. Bingham, and who long since was counted among the leading hardware merchants of the west; Franklin T. Backus, who afterwards won an enviable position at the Ohio bar; D. W. Cross, a member of the bar, and prominent as a coal operator; and William A. Otis, business man, iron maker and banker.

The early schools of Cleveland, with their semi-private and rather uncertain support, have been described heretofore. A new impetus to public education was given

<sup>70</sup> The list of Cleveland's mayors, from 1850 to the present time, is as follows: 1851, William Case; 1852, 1853, 1854, Abner C. Brownell; 1855, 1856, William B. Castle; 1856, 1857, 1858, Samuel Starkweather; 1859, 1860, George B. Senter; 1861, 1862, Edward S. Flint; 1863, 1864, Irvine U. Masters; 1865, 1866, Herman M. Chapin; 1867, 1868, 1869, 1870, Stephen Buhrer; 1871, 1872, Frederick W. Pelton; 1873, 1874, Charles A. Otis; 1875, 1876, Nathan P. Payne; 1877, 1878, William G. Rose; 1879, 1880, 1881, 1882, R. R. Herrick; 1883, 1884, John H. Farley; 1885, 1886, George W. Gardner; 1887, 1888, B. D. Babcock; 1889, 1890, George W. Gardner; 1891, 1892, William G. Rose; 1893, 1894, Robert Blee; 1895, 1896, Robert E. McKisson.



on the incorporation as a city, and among the earliest communications considered by the first City Council was one from Mayor Willey upon the subject of public schools. On June 9th, Mr. Craw introduced a resolution for the appointment of a committee who should employ a teacher and assistant to continue the "free school" to the end of the quarter, or "until a school system for the city shall be organized at the expense of the city." It was so ordered. This had reference to a school, the origin of which is said to have been as follows: "A Sunday school was organized in the old Bethel Church, probably in 1833 or 1834, a kind of mission or ragged school. The children, however, were found so ignorant that Sunday school teaching, as such, was out of the question. The time of the teacher was obliged to be spent in teaching the children how to read. To remedy this difficulty, and make the Sunday school available, a day school was started. It was supported by voluntary contributions, and was, in fact, a charity school, to which none were sent but the very poorest children."<sup>71</sup> R. L. Gazlay, principal of this school, reported to the Council that 229 children had received instruction during the quarter ending September 20th, 1836, and that its maintenance had cost \$131.12.

The first Board of School Managers was appointed on October 5th, 1836, and consisted of the following gentlemen: John W. Willey, Anson Haydon, Daniel Worley. In the succeeding March, these gentlemen reported that they had continued the common free school, earnestly urged the city authorities to a more liberal outlay for schools, and pointed out the great need of school-houses.

At the same session of the Council, Mr. Noble offered a resolution requesting the committee on schools "to ascertain and report, as soon as convenient, what lots may be purchased, the price and terms of payment, to be used for school purposes—two in the First ward, one in the Second ward, and one in the Third ward."

<sup>71</sup> Statement by Samuel H. Mather.—Freese's "Early History of the Cleveland Public Schools," p. 10.

The second Board of School Managers, appointed in April, 1837, consisted of Samuel Cowles, Samuel Williamson, and Philip Battell. They could do no more than continue the limited work of their predecessors, and it was universally agreed that enlarged powers, and a more adequate system, were needed to keep pace with the growth of the city. "As yet," says Mr. Freese, in the work already quoted, "the City Council had passed no ordinance establishing a system of schools. The school above referred to (the free school) was the only one that had any existence by authority; neither did the city own a school-house, nor a foot of ground upon which to erect one. Cleveland had then a population of about five thousand; and, although no records are extant to show it, there must have been in attendance upon the schools, private and public, no less than eight hundred children. But the school maintained by the city had an enrollment of less than three hundred, so that the Academy and other private schools still furnished instruction to a very large majority of the youth of the city."



MAYOR SAMUEL STARKWEATHER.

The first actual legislation, upon the part of the City of Cleveland, for the creation of what has long since become one of the best school systems of the country, was completed upon July 7th, 1837, when the City Council passed "an ordinance for the establishment of common schools."

This measure seems to have been carefully and ably drawn, and duly met the requirements of the time. The school committee of the Council were authorized to lease suitable buildings or rooms to be occupied for school purposes, provided they met the approval of the school managers. The cost of the same was not to exceed one-half

the amount which the Council had authority to appropriate annually for the construction of buildings for school purposes. Needed apparatus and furniture were to be provided.

The school managers were authorized to immediately establish, in the rooms and buildings above provided, such schools of elementary education as they thought advisable, and procure such instructors as were needed. The term of school was to commence on the 24th of the same month in which the measure was passed, and end on the 24th of the next November. It was carefully provided that expenses should be kept within the revenues available.

The first annual report made by the Board of School Managers is signed by the three gentlemen above named, and is an interesting and suggestive document. They state that rooms were provided by the Council committee, and "two schools for the sexes respectively" were opened in each district, and kept open until in November, as the law specified. Three male and three female teachers were employed for the full term. The average attendance at each school was not less than forty pupils, and the whole expense for tuition was \$640.82.

The winter term commenced on December 1st, and continued until the end of March. The same number of schools was provided, and as more were found to be necessary, a "child's school" in addition was established in each of the two more populous districts. The managers say: "Eight schools, therefore, during the winter, were sustained, employing three male and five female teachers. There were eight hundred and forty names on the school lists, and an aggregate average attendance of four hundred and sixty-eight. The expense for tuition was \$868.62.

"The schools have been wholly free, and open to all within the districts legally admitted to their privileges. The boys and girls have been entirely separate, the former taught by male and the latter by female teachers. The child's schools were designed for the younger scholars of



both sexes, and are taught by female teachers. The teachers have been critically examined before being employed, and the schools duly inspected, as required by charter. The wages given have been to female teachers \$5 per week, and to male teachers \$40 per calendar month. A uniform selection of books has been prescribed by the managers, which, by arrangements with the teachers, have been furnished to the schools at wholesale prices."

A census was taken by the board in October, 1837, of all persons within the city between the ages of four and twenty-one, with the following result: First ward, 918; Second ward, 599; Third ward, 665. The teachers' lists showed an attendance upon the schools of 840. The managers declared that their aim had been "to commence the establishment of a system of schools answering to the intentions of the city charter, to be supported by the definite income of the treasury appropriated to this object."

The school income for the year amounted to \$2,830.

In their report for 1838-9, the managers stated that in all the schools the common English branches had been taught, while in some considerable progress had been made in history, the natural sciences, etc: The board for this year consisted of Silas Belden, Henry Sexton, and Henry H. Dodge.

The city purchased the Academy building in July, 1839, at a cost of six thousand dollars. School had been kept in it for the two preceding years. The other schools



PROSPECT STREET SCHOOLHOUSE.

had been scattered here and there—one in the Farmer's block, one in an abandoned paint shop, and one in a grocery store. It was recognized in all quarters that better accommodations were a matter of necessity. After some agitation, within the Council and without, two lots were purchased, one on Rockwell street, and one on Prospect street. Contracts were soon let to Warner & Hickox, the price for each building being \$3,500, which included



AN OLD DISTRICT SCHOOLHOUSE.

seats, fences, etc. That upon Rockwell street was completed in the spring of 1840, and the other in the fall of the same year. Both were of the same dimensions: a little over forty feet long and broad, two stories high, and finished exactly

alike.<sup>71a</sup> Upon the opening of the schools, in the winter, more than a thousand pupils made application, although there was room for but nine hundred; the rest were arranged for temporarily in some of the buildings previously occupied. Among the teachers who were engaged in these early schools of 1840, we find the names of the following: N. A. Gray, Elizabeth Armstrong, Abby Fitch, Louisa Kingsbury, Andrew Freese, Sophia Converse, Emma Whitney, Sarah M. Thayer, George W. Yates, Louisa Snow, Julia Butler, Caroline

<sup>71a</sup> The "old district schoolhouse," illustrated above, still stands on Detroit street (West Side); it has been used as a dwelling since 1857. Mrs. John H. Sargent writes to the author concerning it as follows: "The schoolhouse was built the summer of 1841. Mr. Sargent kept the first school held within it in the winter of 1841-42; I kept the last school in it in the winter of 1856-57. The three school trustees were, my father, Morris Jackson; Stephen Herrick, and Henry Whitman. Mr. Sargent and I were married three weeks after my school closed—we were the *Alpha* and *Omega* of the old schoolhouse."



Belden, F. J. Blair, Maria Sheldon, and Eliza Johnson.

The services of the best men of Cleveland were obtained in the management of these early school boards, and to their shrewd business wisdom and high educational ideals, may be traced much of the good which the schools of Cleveland have been able to do. Among them, in addition to those already mentioned, may be found the names of such men as Samuel H. Mather, Charles Bradburn, Madison Kelley, Truman P. Handy, R. T. Lyon, Samuel Starkweather, James D. Cleveland, John Barr, Horace Benton, J. A. Thorne, Daniel P. Rhodes, and R. B. Dennis.

Mayor George Hoadly, in his inaugural address in 1846, seemed to think that a time had come for an advance step in the matter of public education, and recommended a school of a higher grade, "an academic department"—the pupils to be taken from the common school, according to merit. "This would present," he declared, "a powerful stimulus to study and good conduct. The poorest child, if possessed of talents and application, might aspire to the highest stations in the republic; from such schools we might hope to issue the future Franklins of our land."

The recommendation struck a responsive chord, and the City Council soon took steps to carry the idea into action. Resolutions were adopted declaring that a high school for boys should be established, and authorizing the proper committee to take steps to that end. Rooms were engaged in the basement of a church on Prospect street, Andrew Freese, of one of the grammar schools, was appointed principal, and the school went into operation on July 13th, of the same year, with thirty-four pupils. This number was soon increased to eighty-three.<sup>72</sup> A department for girls was added in the spring of 1847.<sup>73</sup>

<sup>72</sup> It may be of interest to name some of these first high school pupils, who, at a later date, became well known in Cleveland, or elsewhere, such as William W. Andrews, J. C. Buell, Oscar A. Childs, George W. Childs, Kennedy Clinton, George W. Gardner, John P. Jones, John M. Sterling, Jr., George W. Tibbitts, John F. Whitelaw.

<sup>73</sup> The semi-centennial anniversary of the founding of this high school was celebrated on Wednesday, April 1st, 1896, by a gathering of former



There was no small opposition to the establishment of this high school, many holding that it had been created without authority of law, and that in any case it was not expedient, nor justified by public needs. The tax-payers were generally in favor of the common schools, where the great mass of children could be educated in the elementary branches, but there was a wide division concerning the public teaching of the higher branches.

The question was carried into the City Council. On March 24th, Henry B. Payne offered a resolution declaring that as the money appropriated for school purposes belonged to the common school, and as over two thousand children in Cleveland, over four years of age, did not attend school, while those who did attend were crowd-



MAYOR LORENZO A. KELSEY.

ed beyond all measure, provisions should be made for the erecting of new school-houses, and employment of additional teachers, until "an opportunity for obtaining a thorough common school education is furnished to every child in the city, over four years of age." The resolution further declared that, until this object was attained, it was inexpedient to sustain a select high school at the

charge of the common school fund; and directed that a select committee of three be appointed to inquire into and report upon the expediency of providing for the permanent establishment of a high school, by requiring a tuition fee not exceeding six dollars per year, and the appropriation of a sum equal thereto from the general fund of the city. Such

pupils, at the Central High School building, on Willson avenue. Some fifteen hundred were present. All of the living members of the class of 1855 attended. These were Mrs. Moses G. Watterson, Mrs. A. M. Van Duzer, Mrs. John D. Rockefeller, Miss Lucy M. Spellman, and Mr. Albert H. Spencer.

committee was created, and consisted of Messrs. Payne, Erwin and Hickox. At the meeting of April 3d, Mr. Doan offered a resolution continuing the old system for another year, which was laid on the table. On the fourteenth, Mr. Payne attempted the passage of a resolution to reorganize the schools, making a school district of each ward, with a high school as the senior department thereof. It was laid on the table. At a subsequent meeting he secured the adoption of a resolution directing that, until otherwise ordered, the high school on Prospect street should be opened for the admission of girls equally with boys.

## CHAPTER XII.

### MANY EVENTS OF A FRUITFUL PERIOD.

This determined fight for the high school system, that was so successfully made by its friends, is of especial interest because the arguments that were made in opposition then have been heard with equal emphasis but less effect in these later days.

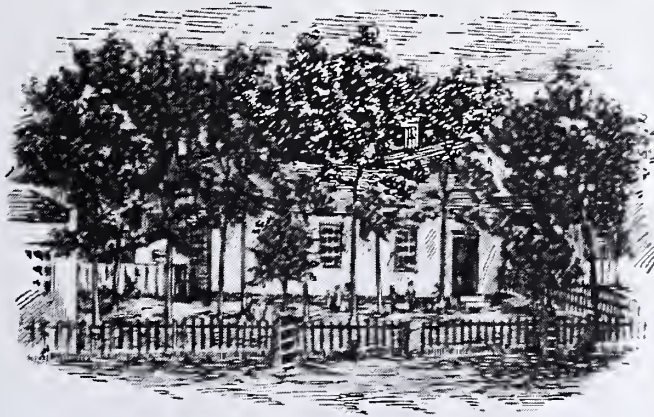
The matter was taken into the newspapers, and upon the rostrum. A mass meeting was called in favor of the school, at which addresses were made by Dr. Fry, principal of the West St. Clair street grammar school, James A. Briggs, and Bushnell White. The school managers placed themselves upon the record with the declaration that it was their firm conviction that the system was "essential to the success of the public schools," and added: "It is the only way in which they can be made in truth what they are in name—common schools—common to all; good enough for the rich, and cheap enough for the poor—such schools as will meet the wants of all classes in the community." This was the deliberate opinion of Charles Bradburn, Truman P. Handy, Samuel Starkweather, and William Day. Does not that striking sentence—"good enough for the rich, and cheap enough for the poor"—sum up the public school system of Cleveland in a word?<sup>74</sup>

<sup>74</sup> When Harvey Rice was addressing the Ohio Senate in support of his bill for the creation of the common school system of Ohio, he made use of words that were fulfilled prophecy long since. Said he: "By the provisions of this bill, it is intended to make our common schools what they ought to be—the colleges of the people—'cheap enough for the poorest, and good enough for the richest.' With but a slight increase of taxation, schools of different grades can be established and maintained in every township of the State, and the sons and daughters of our farmers and mechanics have an opportunity of acquiring a finished education equally with the more favored of the land. . . . Allow me to express my



The school was allowed to run along in its own way until the following winter, when a legislative enactment was secured from the general assembly by which the City Council was "authorized and required" to establish and maintain a high school department. That settled the question of legality, and an ordinance was passed as directed. The support given, however, was half-hearted, and for some time the appropriations for support were kept down to the lowest possible sum—about nine hundred dollars per year.

The average attendance during the first three years was about eighty. Two teachers, only, were employed up to 1852, when a third was secured. A lot for a high school building was purchased in 1851, and a cheap wooden building put up for temporary accommodation. In 1856, a stone structure was erected, and after many years' use for school purposes, became, at last, the headquarters for the Board of Education and the Public Library, in which useful service it still continues. It cost about twenty thousand dollars, and was dedicated on April 1st, 1856.



THE FIRST HIGH SCHOOL BUILDING.

As has been shown, the management of the early schools was in the hands of a board appointed by the City Council. This continued until 1858, when a change was made. After 1841, the secretary of the board was paid a small salary, and was called the acting manager, the executive and clerical work being left largely in his hands.

belief that the day is not far distant when Ohio, in the noble cause of popular education and of human rights, will lead the column, and become what she is capable of becoming—a star of the first magnitude—the brightest in the galaxy of our American Union."

Visiting committees were appointed from time to time, whose duties have been defined thus: "These committees are recommended by the board and appointed by the Council, but represent neither. They are the representatives of the people, appointed to examine the schools and to make known the results of the examination through their reports to the board. They are requested, also, to suggest such amendments, improvements, and changes,



CLEVELAND PUBLIC LIBRARY BUILDING.

as they may deem essential to the success and prosperity of the schools."<sup>75</sup>

As the city grew, and the schools increased in size and importance, the need of increased facilities, and more direct management, was keenly felt. In response to this demand, Richard C. Parsons, in May, 1853, introduced an

<sup>75</sup> Samuel H. Mather, secretary of the board, 1854.



ordinance in the City Council, establishing the office of superintendent of instruction. It became a law in June, and in the same month Andrew Freese, principal of the high school, was appointed to the position, which he held until August, 1861, when L. M. Oviatt became his successor, and in two years was himself succeeded by Anson Smyth.

Municipal law-making and the founding of schools, were by no means the only measures by which these two newly-born cities of the Cuyahoga valley made use of their lately acquired legislative powers. Attention was paid to the condition of the lake front, which was a matter of great importance now that the lake marine was so rapidly growing. In 1837, an act was passed incorporating the Lake Shore Company, which had authority to take such steps as were necessary to protect the lake banks from the encroachments of the water, and as payment for their expenditures, permission

was granted the company to build wharves and piers. Little, if anything, was done under this authority, but at a later date the city employed Col. Charles Whittlesey, at considerable expense, to drive piles along certain portions of the lake front, which work was continued afterwards by the railroads for their own protection. Ohio City, not to



COL. CHARLES WHITTLESY.

be outdone, in 1837, procured an amendment to its charter, by which it was given authority to dig canals, slips, and basins, the cost of which was to be charged to the abutting property. Of this amendment, Judge Griswold, in the valuable document already quoted, has said: "By this act a large parcel of territory in the southwest part of that city was carried back into the township of Brooklyn.



That city proceeded under the act to construct a canal leading out of the old river bed, and paid for the same by this seductive, but ruinous method of taxation to defray the cost of public improvements. The scheme was a failure, but the dry bed of the canal has since been utilized for the laying of railroad tracks. From want of means, being unable to enter upon the construction of railroads, the citizens of Cleveland contented themselves with procuring charters for the construction of plank roads leading out on all the principal highways from the city."

It was, also, in 1837 that Cleveland began to have aspirations in a military direction, that set its bounds a little beyond the early militia, over which Major Carter and his associates held command, as we have already seen. The organization of the companies, that stood ready to defend their homes during the war of 1812, has been noted also. About 1825, a regularly formed military organization made its appearance under the name of the "Light Horse," but little is known concerning it, beyond the statement of the venerable John Doan that it "disbanded in the early thirties."<sup>76</sup> On August 28th, 1837, a number of gentlemen met at the Cleveland House for the purpose of considering the formation of a military company, which was to be called the "Cleveland City Guards." "After a number of meetings," says Mr. Hodge in the paper referred to in note, "[Timothy] Ingraham, who had been selected for captain, was taken sick, and remained in poor health for several months, during which time drilling was suspended, and nothing done towards perfecting the organization. In the meantime, a number of other young men, imbued with a military spirit, decided to form a company independent of the one already started. A man by the name of Ross became the drill master, and afterwards was made captain. As the company started by Captain Ingraham and others had shown no life for several months, the new

<sup>76</sup> Acknowledgment of much information upon this subject is made to Hon. O. J. Hodge, whose paper, "Cleveland Military," in the "Annals of the Early Settlers' Association," Vol. III., No. 4, p. 516, is a valuable historical document.

company could see no reason why it might not take the name of Guards, and so it did. The name 'Guards' at this time was very popular, and the first military company in a city was sure to adopt it. The men under Captain Ingraham had decided that the color of their suits should be gray, but as there was not cloth enough to be had in the city of that color, of the same shade, it was evident the company must for some time delay its debut, and that the new company, which had been started by Captain Ross, would be the first to appear in public. In view of these facts, the men under Captain Ingraham decided on the 7th of June, 1838, that the name City Guards should be dropped, and thereafter the company should be called the Cleveland Greys. There was very little objection to this, since the name so well corresponded with the color of the uniforms. July 4th, following, the City Guards under Captain Ross turned out for parade. It was the first appearance of the company. Dressed in blue, with gold-colored trimmings, the men made a very showy appearance. At a Fourth of July banquet that evening, Mr. D. W. Cross proposed this sentiment: 'The Cleveland City Guards, may their military spirit and enterprise be duly appreciated by our citizens.' Mr. Cross at the time was a member of the Greys, but he admired the spirit the Guards had shown."

The first appearance of the long-since famous Greys upon the street in full uniform, was on September 6th, 1838, and the "Herald" spoke with the warmest praise of their "neat, tasty uniforms, glittering bayonets, precise military evolutions, and correct soldier-like bearing." A gun squad connected with the company was soon after formed. Mention is made of the Guards on parade as late as July 4th, 1843, and that is the last we hear of them. In June, 1845, the Greys turned over to the artillery squad, which had now become an artillery company, many equipments; and upon the disbandment of the parent company, which soon followed, many of its members went into the "Light Artillery," as it was called, and

which was under command of Captain D. L. Wood. It was in this year (1847) that the German Guards made their first appearance, under the command of Captain Silberg. General A. S. Sanford succeeded to the command of the Greys in 1847; and in the Fourth of July procession of that year two new organizations appear upon the scene—the Yagers, under command of Captain A. Seywert, and the Hibernian Guards, under Captain P. A. McBarron.

The mention of General A. S. Sanford in the above naturally leads to a work in which he was very much interested—Cleveland's first city directory, published in 1837.<sup>77</sup> The firm of Sanford & Lott were printers, bookbinders, stationers and publishers. The directory contained 1339 names, of which 275 were credited to Ohio City. It names four newspapers and eight church congregations as among the city's possessions, and furnishes much other valuable information. The city hospital was situated in a plat of four acres on Clinton street, in the easterly part of the city, and was 70 by 35 feet in size, with two stories. There were four public markets: one theatre, the "Cleveland"; the rooms of the Cleveland Reading Room Association were open daily; while the chief manufacturing plants consisted of the following: Four iron foundries and steam-engine factories, three soap and candle factories, two breweries, one sash factory, two rope walks, one stoneware pottery, two carriage factories, and two factories for the making of millstones. There were two banks, the Commercial Bank of Lake Erie, with a capital stock of \$500,000, and the Bank of Cleveland, \$300,000. The Cleveland City Temperance Society had a membership of 260; while one advertisement declares that "strangers visiting the city will find the Shakespeare saloon an agreeable retreat, and every attention paid to their comfort and convenience." The Cuyahoga Anti-Slavery Society was in existence, with Edward Wade as

<sup>77</sup> The title-page of this interesting and rare volume, a copy of which may be found in the library of the Western Reserve Historical Society, is here reproduced.



A

# DIRECTORY

OF THE CITIES OF

## CLEVELAND & OHIO,

For the Years 1837--38:

*Comprising*

HISTORICAL AND DESCRIPTIVE SKETCHES OF EACH PLACE—AN ALPHABETICAL LIST OF INHABITANTS, THEIR BUSINESS AND RESIDENCE—A LIST OF THE MUNICIPAL OFFICERS—EVERY INFORMATION RELATIVE TO THE PUBLIC OFFICES AND OFFICERS, CHURCHES, ASSOCIATIONS AND INSTITUTIONS, SHIPPING, STEAMBOATS, STAGES, &c.—ALSO, A LIST OF THE OFFICERS OF THE GOVERNMENT OF OHIO—A TABLE OF FOREIGN COINS AND CURRENCIES—AND A VARIETY OF OTHER USEFUL INFORMATION.

BY JULIUS P. BOLIVAR MAC GABE.

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CLEVELAND:

SANFORD & LOTT, BOOK & JOB PRINTERS.

1837.

president; the Western Seaman's Friend Society was presided over by Samuel Cowles; Mrs. L. C. Gaylord was president of the Cleveland Maternal Association; David Long president of the Cleveland Anti-Slavery Society; the Cleveland Harmonic Society had seven members; T. P. Handy was president of the Cleveland Vocal Society; the Cleveland Lyceum and the Cleveland Polemic Association were flourishing concerns, with John Barr and James S. Underhill as presidents, respectively; Charles Whittlesey was president of the Young Men's Literary Association, and John M. Sterling of the Cleveland Reading Room Association.

Announcement is made of a daily line of Ohio Canal packets, between Cleveland and Portsmouth, on the Ohio River. A boat left this city at four o'clock each afternoon, and reached the Ohio end in about eighty hours, if things went well. The Pioneer Fast Stage Line to Pittsburg was an established and popular institution. The stage ran to Wellsville, where a boat was taken to Pittsburg, making the trip occupy about thirty hours. At Pittsburg, connection was made with the Good Intent Fast Mail Stage Line for Philadelphia, New York, Baltimore, and Washington, over which line those from the Pioneer line had the preference.

A brief study of some of the advertisements in this work may be entertaining and instructive. Richard Crook, of the Eagle Tavern on the corner of Water and St. Clair streets, returns his thanks for liberal patronage. The Cleveland Center House was located in the Cleveland Center Block, within a few rods of the steamboat and canal packet landings: It was designed to be one of the principal hotels in the western country: A picture of the building shows it to be three stories high, with six windows on each floor front. Books were sold at wholesale and retail by Henry E. Butler. Dr. Strickland, a dentist, manufactured "incorruptable teeth," and advertised that families might command his services by the year, or otherwise. William R. Richardson furnished warm or





COLUMBUS STREET BRIDGE, 1935.  
(From Detroit Street).





shower baths at the Spring Cottage, Clinton Park, three-fourths of a mile from the court-house, near the Mineral Spring, a coach leaving every hour, to convey passengers to and from the park. Peter M. Weddell & Co. (the company being Dudley Baldwin and Peter P. Weddell) kept "constantly on hand, at the old stand, corner of Superior and Bank streets, No. 1 Washington block, so long and so favorably known to the public, a very extensive assortment of dry goods." There are many other announcements of a like character.

During this somewhat long digression, we have left Ohio City alone in its new civic honors, and it is now time to note a series of stirring events taking place upon that side of the river. In April, 1837, James S. Clark and others laid out an allotment which embraced the greater part of Ohio City lying west and south of that of Barber & Sons, and called the same "Willeyville." "When this gentleman and his associates," says Judge Griswold, "had made the allotment of Cleveland Center, as it was called, they had laid Columbus street from the north line to the river. In this new plat, over the river, Columbus street was laid out through its center to connect with the Wooster and Medina Turnpike, as it was called, at the south line of the City of Ohio; the northern end of said street being exactly opposite the southern end of the Columbus street of the other plat. Mr. Clark also erected a large block at the northern end of Columbus street, and two large blocks on the opposite corners of Prospect street, where it intersects Ontario."

The managers of the Buffalo Company had been equally active, in pushing and developing their interests upon their own side of the river. They constructed a large hotel on Main street, in the hope of attracting travelers to that portion of the city.

Mr. Clark went a step further. In laying out the Willeyville tract, he had expended considerable money in grading the hill, and thus bringing Columbus street down to the river. He had constructed, also, a bridge across

the river, in the expectation that travel and traffic from the south would come into Cleveland, by this route, and then be led up Michigan street to Ontario and Prospect streets, because of the easy grade.

A highly laudatory account of the erection of this bridge, and a detailed description of the structure itself, may be found in the directory above referred to. It cost some fifteen thousand dollars; was "supported by a stone abutment on either shore and pieces of solid masonry erected in the center of the river. Between the piers, there is a draw sufficient to allow a vessel of forty-nine feet beam to pass through. The length is two hundred feet, the breadth, including the sidewalks, thirty-three feet, and the height of the piers, above the surface of the water, may be estimated at twenty-four feet. The whole, with the exception of the draw, is roofed and enclosed, presents an imposing appearance, and reflects much credit on the architect, Nathan Hunt." "This splendid bridge," adds the directory man, "was presented to the corporation of Cleveland by the owners, with the express stipulation that it should forever remain free for the accommodation of the public, although the Legislature had previously chartered it as a toll bridge."

The erection of this bridge, incidentally, supplied Cleveland with one of the most exciting events of its early career,—the famous "Bridge War" between Cleveland and Ohio City, has been celebrated in song and story, and supplied the pioneer Clevelanders with a never-failing subject for anecdote and reminiscence.

The residents across stream naturally objected to the new structure, on the ground that the people from Brooklyn, Elyria, and the country roundabout, would go over to Cleveland by the new route, instead of passing down into Ohio City, for their trading. This meant a direct loss, as each year brought hundreds of teams in, from the south and west, loaded with wheat, flour, corn, pork, etc., and many loads of goods were carried away in return.



The claim was also set up, on technical grounds,<sup>75</sup> that the bridge had not been located in exact conformity with law—a claim that the citizens of Cleveland vigorously denied.

A new source of irritation for the West Side was opened, when Messrs. Willey and Clark put into operation a scheme that would operate more directly to the advantage of Cleveland. There was, down at Detroit street, a float bridge, one-half of which belonged to Cleveland and one-half to her rival. A resolution was adopted by the Cleveland Council directing the removal of the eastern, or Cleveland, half of this structure. This act was performed one night while the Ohio Citizens lay dreaming of future municipal greatness; and when the morning mists arose from over the valley of the Cuyahoga, they saw their direct communication gone, and realized that to reach the court-house and other points of interest in Cleveland, they would be compelled to travel southward, and make use of the hated Columbus street bridge.



MAYOR WILLIAM CASE.

The situation became critical. The war on the street corners and in the newspapers waxed intense. The war-cry "'Two bridges or none!'" became the slogan for the West Side. Indignation meetings were held, at which warlike speeches were made. A resolution was adopted by the Council of Ohio City that the new bridge was a public nuisance, and, as such, must be abated.

The city marshal, backed by public opinion, swore in a

<sup>75</sup> "Though the dividing line between the two cities was the center of the river, Cleveland claimed to be legally invested with the entire title to the bridge. Ohio City claimed exclusive jurisdiction over the south half of it, and insisted on its abatement, because it diverted travel from that city to Cleveland."—Rice's "Incidents of Pioneer Life," p. 111.

number of deputies, and attempted to carry this order into effect. One night a heavy charge of powder was put under the Ohio City end of the bridge, and exploded. Some damage was done, but not as much as had been expected. The next move was the cutting of an immense ditch at each end of the bridge, thus making it useless for teams.

The citizens of the West Side decided to take the matter into their own hands, and make sure that the order of their municipal legislature was carried out. A day of attack was set, and near one thousand men—some of them from the surrounding country—responded to the call, a great many of whom were armed. Rev. Dr. Pickans, pastor of a Presbyterian church, lent his presence, and before the body moved down upon the doomed structure, invoked divine aid for the undertaking. The line of march was then taken up, C. L. Russell, a well-known Ohio City lawyer taking the lead.

An echo of this din of war had been heard across the river, and Cleveland was prepared to repel the attack. Down on their side of the stream stood an ancient cannon, heretofore reserved for Independence Day celebrations, loaded to the muzzle. A company of militia stood in line behind it, ready to rake the bridge with both artillery and musketry.

When the army of advance reached the ditch at the south end of the bridge, they were met by the Mayor of Cleveland, who was prepared to advise peace and moderation. A volley of stones sent him back among his own forces. There was, at each end of the bridge, an "apron" that could be lowered or raised at will; that on the Ohio City side was let down, and in its shelter the West Siders went to work beyond the reach of the bullets of the troops.

Axes and crowbars were plied lustily. Planks were ripped up, and thrown into the river. The militia made a charge, and a general fight ensued. Deacon House, of the Ohio City contingent, slipped a file into his pocket, made his way across the bridge, and spiked the cannon before it could be brought into use. In the melee, a number

of the fighters were injured. Some would have been killed had not the marshal of Cleveland and the sheriff of the county appeared upon the scene, compelled a cessation of hostilities, and taken possession of the disputed structure in the name of the law. - A decree of the court was obtained against further interference, and at the same time, the marshal and a posse were placed on guard to prevent further depredations.<sup>79</sup>

The authority under which this official acted was set forth in a resolution offered in the Cleveland City Council on October 29th, by Edward Baldwin, and unanimously adopted. That measure declared that "during the night of the twenty-seventh instant a portion of the city bridge connecting this city with the City of Ohio was blown up; and the night of the twenty-eighth, the effectual application of powder to the southern abutment nearly destroyed the aforesaid bridge." The resolution further declared: "It is satisfactorily ascertained that the depredations aforesaid were committed by the inhabitants of Ohio City,

<sup>79</sup> The condition of the public mind, upon both sides of the river, can be judged somewhat from the following personal experience of D. W. Cross: "Nearly forty-five years ago the 'Commodore Perry' landed at your busy wharf, a young man. When conveyed from the boat to the old Franklin House, the long rising steps in front, the platform, and the clerk's office, were crowded with boisterous and excited people. As he elbowed his way through the surging crowd toward the office to register his name as a future citizen of the only Ohio, three stalwart men; Tom Colahan, George Kirk and Andrew Lyttle, seized a wiry, darksome man, and in a twinkling stood him bolt upright on the clerk's counter. He waved his hand, and that boisterous crowd was instantly reduced to silence. Then followed one of the fiercest blood-and-thunder speeches mortal man ever heard. Many of the old citizens will remember what the bold and fiery John R. St. John could do in that line, on a befitting occasion. It was the opening of the Bridge War, and the occasion was great. 'Fellow citizens,' said he in conclusion, 'your generous townsmen, Clark and Willey, have presented this city with that bridge on Columbus street which spans the Cuyahoga. It has been unjustly attacked by the people of Ohio City with the avowed purpose of destroying it. That bridge is a public convenience—yes, a public necessity. *It must be protected!* To destroy it means war! Before we will cowardly submit to this great injustice, *we will give* them war! War to the knife, and the knife to the hilt!"—"Recollections of Cleveland and the Cleveland Bar," by D. W. Cross.—"Magazine of Western History," Vol. VI., p. 614.



during the commission of which depredations women and children were compelled to flee their beds in dead of night; a stone of the supposed weight of two hundred pounds was forced into a neighbor's house of ten rods distance, and the lives of families and individuals jeopardized." The marshal was directed, therefore, to keep "an armed guard at said bridge, to protect the same from further injury;" while the street commissioner was instructed to repair the damage done, and the city attorney directed to take the necessary steps to bring the offenders to justice, and obtain payment for the damage.

A second resolution was adopted on November 9th, directing the withdrawal of the guard. The civil courts finally settled all differences, and each city proceeded forward upon its own responsibility as before.<sup>80</sup>

<sup>80</sup> This war-like episode was something more than a joke at the time, but was soon seized upon by local wags and story-tellers, and made the basis of a great deal of amusement. D. W. Cross composed an epic of some length, entitled "The Battle of the Bridge" ("Magazine of Western History," Vol. VII., p. 343), the opening lines of which are here reproduced:

On hills, like Rome, two cities might be seen,  
(Meand'ring Cuyahoga flowed between);  
Whose rival spires in rivalry arose,  
The pride of friends, the envy of their foes.  
Each rival ruler of each rival town  
On his would smile, but on the other frown.  
Each sought for greatness, in his rival's fall,  
Regardless that the world was made for all.  
Envy and hatred waxed to frenzied height!  
Naught could appease but fierce and bloody fight.

The culmination came! A peanut stand  
Erected by a "combination" band  
Of desperate men of capital, who swore  
No trade should be diverted from their shore.  
They claimed that Clark and Willey, reckless, sought  
To build a bridge. The right of way was bought  
Already! And they then designed to build  
Columbus street and bridge! This rumor filled  
Their souls with madness, and their eyes with tears!  
To think that peanut stand, the toil of years  
Should for the want of patronage decay  
And trade and barter turn some other way.  
They all agreed this could not be allowed,  
And boisterous bellowings agitate the crowd!

The tide of apparent prosperity that had been, for several years, carrying all this section of the country toward supposed riches and a speedy development, was fictitious in a high degree, and when the day of settlement and reckoning came, Cleveland was compelled to bear its share of the burden—and it was one of severity that had to be carried for years.

The whole west, and the country at large, felt the effect of these same memorable "hard times" of 1837. Speculation had been raging fiercely, values were set far in excess of actual worth, cities were springing up on paper in all directions, State and municipal credits were extended to railroad and canal enterprises far in excess of the needs of the country, or its ability to pay. An immense number of banks had been chartered, as a result of the closing of the United States bank, the greater number of which possessed capital far short of the amount of currency put forth. Many of them, especially in the west and south, had no capital at all. The bills they issued were accepted everywhere, with hardly a thought of the possibility of their redemption in coin.

Private credit could be had everywhere. An immense amount of business—on a paper basis—was being done, and everybody seemed to be getting rich.

This flush and speculative era had an especially marked effect upon the two cities at the mouth of the Cuyahoga. The location, and the presence of the canal, marked Cleveland as a point to be especially moved by the sure promise of a brilliant future, and speculation raged here with great vigor. No one seemed to see that with few manufactures, and a poorly developed agricultural section to draw upon, a great city could not be supported, even though faith and solid capital should unite in its creation; while a city built upon speculative enthusiasm and promises to pay could have small hope of permanent prosperity. Ventures of the wildest character were entered upon; there was a haste upon the part of all to be rich, and the whole country plunged ahead, putting forth unlimited promises to pay,

and taking little heed as to the day or means of payment.

The top-wave was touched in 1836, and in 1837 came the wreck.

Bank after bank went down in the storm. Mercantile houses, companies, individuals, failed by the hundreds and thousands. The wild railroad, canal, and other schemes of public improvement, went to the wall. Ruin was upon every hand. The ties were left to rot

upon the half-finished railroads; the half-dug canal filled up, and lay a stagnant pool; the ships stood unfinished upon the stocks; paper cities vanished into thin air; fortunes melted in a moment; municipalities were ruined, and State credits impaired; money that was good for one hundred cents upon the dollar yesterday, became but worthless rags to-day. In Cleveland, the great major-



ST. MARY'S CHURCH ON "THE FLATS."

ity of the business houses failed. Land values sank to a low figure; a blow had been sent home to the little city that was felt for years, as we shall see, in various ways, in the records that follow.

There is little of especial moment to note in Cleveland, either in 1837 or 1838. There was practically no growth from 1836 to 1840; those who were here were repairing their shattered fortunes as best they could, and hoping for better times. The records show that only matters of routine occupied the attention of law-makers and executive officers.



It was during these years that the first Catholic church of Cleveland came into existence. Rev. John Dillon, the first resident priest, had held service for a time in Shakespeare Hall, on Union lane, his congregation numbering but five families. He went to New York and collected a thousand dollars and more for the erection of a church here, but death ended his career before he could carry this purpose into execution. He was succeeded by Rev. P. O'Dwyer, who was soon enabled to commence the erection of the edifice known as St. Mary's on the Flats. The church was completed, and mass celebrated for the first time toward the end of 1838. When Rev. Amadeus Rappe, first bishop of the diocese of Cleveland; took possession of his see in 1847, he made St. Mary's his cathedral, and such it remained until the completion of the new cathedral, on Erie and Superior streets, in 1852.

By 1840, Cleveland began slowly to emerge from the disastrous effects of the days of inflation and subsequent ruin, and to turn a hopeful face toward the future. The census showed her population (in Cleveland township) to be about seven thousand.<sup>81</sup> William A. Otis, in this year, established his iron works, the first of any importance in Cleveland, and thus gave an impetus to local manufacturing. The infant industry of coal mining had developed somewhat, and Cleveland began to be something of a market for the sale of that product. Of general business,



BISHOP AMADEUS RAPPE.

<sup>81</sup> The census of 1840 gives the population of Cuyahoga County as 25,542, divided as follows: Cleveland, 7,037; Mayfield, 852; Orange, 1,114; Solon, 774; Euclid, 1,774; Warrensville, 1,085; Bedford, 2,021; Newburg, 1,342; Independence, 754; Brecksville, 1,124; Brooklyn, 1,409; Parma, 965; Royalton, 1,051; Rockport, 1,151; Middleburgh, 330; Strongsville, 1,151; Dover, 960; Olmstead, 659.

we learn the following, quoted from a newspaper article of that year: "Business is slowly but gradually improving in this section. We begin to feel somewhat the influence of the cross-cut canal from Beaver to Akron, by the arrival of many kinds of goods in the hardware line, that we used to be supplied with from New York and Boston, but which can now be procured from Pittsburgh at a saving of more than half in time, and twenty-five per cent. in cost."

Passing reference has been made, from time to time, to the business men who constituted the early mercantile force of Cleveland, and it seems a fitting place in the time of business revival, of which we are speaking, to give some details of these pioneer merchants. To trace the commercial growth of the city along its most natural lines, is to follow the career of these early merchants, and in so doing, that natural truth, the "survival of the fittest," is forced upon the attention. It took, not only capital and a commercial aptitude to make headway against the drawbacks and difficulties of the early days,



MAYOR ABNER C. BROWNELL.

but courage, strength of mind and body, and a quiet patience that could wait for its reward. There were many men in whom such qualities could be found. There was John Blair, whose early venture here has been already described. Philo Scovill, who afterwards made a fortune in other lines, came to Cleveland as a merchant, bringing with him a stock of drugs and groceries. This line of trade did not suit him, and he soon worked out of it. Melancthon Barnett, father of General James Barnett, came to Cleveland in 1825, as a clerk for Mr. May, and soon found himself a partner in the firm of May & Barnett. In 1843, they wound up their affairs as merchants,

and took a hand in the wonderful land speculations of those days. The leather and dry-goods store of Joel Scranton, on the corner of Superior and Water streets, was for a long time one of the old landmarks. Orlando Cutter was for years one of the hard-working merchants of Cleveland. Peter M. Weddell, who had already shown great aptitude for business, came to Cleveland in 1820, and established himself here, taking a stand at once among the leading business men of the place. In 1825, he formed a partnership with Edmund Clade, from Buffalo, and retired from an active participation in trade. Three years later this connection was dissolved, and in 1831, he formed a new one with G. C. Woods and Dudley Baldwin, under the firm name of P. M. Weddell & Co. Four years later, Mr. Woods left the city, and Messrs. Weddell and Baldwin continued together until 1845. Mr. Baldwin had been a clerk for Mr. Weddell before the partnership was formed, and after its dissolution he gave some time to the closing up of the firm's affairs, and then went into other lines of activity. Norman C. Baldwin's first mercantile venture in Cleveland was as a member of the firm of Merwin & Baldwin, his partner being Noble H. Merwin, and their line produce. It was succeeded, in 1830, by Giddings, Baldwin & Co., which became one of the most important forwarding and commission houses on the lake. Richard Winslow was a strong addition to the mercantile strength of Cleveland, when he decided on making this point his home, in 1830. He not only brought energy, but capital as well, and immediately opened a large grocery store on Superior street, opposite Union lane. He soon invested in the lake vessel business, and the boats he set afloat were seen on all the great lakes. S. H. Sheldon, in after years better known as a lumber man, opened his business life in this neighborhood by keeping a drug store on Detroit street, in what was then Ohio City. He sold out in 1842, but was afterward for a short time in the grocery line. Alexander Sackett, who had received a fine mercantile training in New York



City, in 1835, opened a wholesale and retail dry-goods store in Mr. Weddell's block on Superior street. He remained in that line until 1854, when he went into commercial business on the river. Charles Bradburn commenced his long and honorable career in Cleveland in 1836, when he opened a wholesale and retail grocery store on Superior street, next to the old city buildings. The next year he enlarged his establishment, and in 1840, moved to his new warehouse at the foot of St. Clair street, abandoning the retail branch. In 1854, he again moved, to numbers 58 and 60 River street, where he remained for a number of years. He was one of the most useful citizens Cleveland ever possessed, and a foremost spirit in all educational matters. About 1835, Samuel Raymond and Henry W. and Marvin Clark opened a dry-goods store on the corner of Superior street and the Public Square, where the Rouse Block now stands. They occupied a little wooden building, and the location was about as far east as business then dare venture. Richard T. Lyon arrived here in 1823, and in 1838 became a clerk in the forwarding house of Griffith, Standart & Co., continuing there until 1841, when he formed a partnership with J. L. Hewitt, and carried on a forwarding and commission business on River street, under the firm name of Hewitt & Lyon. Thomas A. Walton was one of the well-known commission merchants, opening a business on the river. George Worthington's hardware store was opened in Cleveland in 1834, on the corner of Superior street and Union lane; three years later it was removed to the corner of Water and Superior streets, on the site of the National Bank Building of to-day, and there it remained for nearly thirty years. N. E. Crittenden came here, in 1826, and opened the first jewelry store Cleveland possessed. E. P. Morgan's first venture was made here in 1841. Robert Hanna's wholesale grocery and forwarding establishment was opened here, in 1852. In 1845, S. F. Lester became a member of the old and well-known firm of Hubby, Hughes & Co., and when that partnership was

dissolved in 1858, it was succeeded by the firm of Hughes & Lester, which continued until 1862. The connection of Hiram Garretson with the business circles of Cleveland commenced in 1852. A. G. Colwell came in the same year; William Edwards in the same year; E. I. Baldwin in 1853, and Grove N. Abbey in 1858.

The chief topic of general interest in Cleveland, during 1840, was of a political nature, the little city, like its neighbors everywhere, entering with enthusiasm into the famous "Log-Cabin" and "Hard-Cider" presidential campaign of that year. General Harrison was warmly supported upon the Reserve, which was a Whig stronghold, and his followers entered into the fight with an enthusiasm that showed itself in many ways, and when the election resulted in his favor, no city received the news with greater joy than Cleveland.

When the campaign was well under way, it was decided that a typical "cabin" should be erected upon each side of the river. "The one on the west side, then Ohio City," writes one<sup>82</sup> who has made of these mid-century days an interested study, "was built first, and on the 18th of March was dedicated. The evening of the dedication the Whigs of the east side met at the American House, and headed by the Cleveland Grays, marched across to the cabin, which was built on the corner of Detroit and Pearl streets. It was constructed entirely of logs, and had an oak roof. Within, on the walls, hung strips of dried pumpkin and strings of dried peppers; a rifle rested on hooks, while a pouch and powder horn hung near by. A split broom stood in one corner, and in another was seen a barrel of cider. At the meeting, about five hundred people were present. A number of speeches were made by local orators, after which a glee club sang a campaign song, one verse of which was:

"Old Tip's the boy to swing the flail,  
Hurrah, hurrah, hurrah!  
And make the Locos all turn pale,  
Hurrah, hurrah, hurrah!"

<sup>82</sup> O. J. Hodge, who has kindly prepared it for this purpose on request of the author.

“ The bee for raising the log-cabin on the east side of the river—Cleveland—took place on March 30th, and the work was commenced at nine o'clock in the morning. The day was rainy, but a barrel of hard cider which had been contributed for the occasion kept up the spirits of the men, and the work went on with a will. The cabin was erected on a vacant lot on Superior street, just east of the American House, about where the ‘ Leader ’ building now stands. The towns around Cleveland each contributed a quantity of logs for the building. Newburg brought in a tree very straight, and one hundred and five feet long. A pole fastened to it had a flag at the top, on which was inscribed: ‘ Liberty. ’ On one of the logs brought in might have been seen this inscription:

“ With Tip and Tyler  
We'll bust Van's biler!”

“ On another was a keg marked ‘ Hard Cider. ’ The cabin was 35 by 50 feet in dimensions, and, it was claimed, would hold seven hundred people. On each side of the entrance was a flagstaff. Opposite the door, on the inside, was a large stump, upon which the speakers addressing the meeting were expected to stand. A small black bear had been secured, and fastened with a chain to a large cross-beam overhead. There was a rough drawing, representing an eagle holding in his talons a writhing fox—supposed to be Van Buren. Tin cups, spades, shovels, and the inevitable barrel of hard cider were in the cabin.

“ The dedication occurred on April 3d, and the crowd present was very large, and the enthusiasm great. There were a number of speeches, and several campaign songs enlivened the occasion. The following is a verse of the song sung at the close:

“ Come, Buckeye farmers, one and all,  
Hurrah, hurrah, hurrah!  
Come Hoosiers and Cornercrackers tall,  
Hurrah, hurrah, hurrah!  
Come Wolverines and Suckers too,  
And fight for him who fought for you!  
Hurrah, hurrah, hurrah!”



General Harrison paid a visit to Cleveland, on June 13th of this campaign year, 1840. He came by way of the lake, on the steamer "Sandusky," and was escorted by the Grays to the American House, where he received the citizens, and made an extended speech from the hotel balcony. He left the city by canal packet, for Akron, accompanied by a number of friends. Two years later, the city also was honored by a visit from General Harrison's opponent in this historic campaign, Ex-President Martin Van Buren, who reached here on July 12th, 1842, and was received with many marks of honor. He likewise addressed the people from that famous old balcony of the American House.



THE AMERICAN HOUSE.

In the days we now have under consideration, there occurred an incident of direct local interest, and one that illustrated somewhat the attitude of the people of northern Ohio, at that period, toward the important question of slavery.

As Cleveland was the principal port upon the lake shore in Ohio, and offered unusual facilities for the transportation of runaway slaves from Kentucky and Virginia across to Canada, it became a natural resort for many who were fleeing from their masters. Under the laws of the country, and somewhat in obedience to public opinion, the escaping slaves when arrested here would be turned

over to those who claimed them, with hardly a question, and returned to bondage.

In 1841, this careless and heartless indifference to the rights of such as might be unjustly apprehended, received a severe shock that changed the order of things. Three slaves, who were supposed to have escaped from New Orleans, were found in Buffalo, kidnaped by those who claimed them, brought to Cleveland, and placed in jail, where they were held under the laws of the United States. An application to see them was made by John A. Foot and Edward Wade, two of Cleveland's leading Abolitionists, which was refused. An application of the same tenor was made by Thomas Bolton, who was not an Abolitionist, and was immediately granted. Mr. Bolton held an interview with the negroes, and decided that he would defend them. He did so, in the face of violent public opinion and even threats, and with great ability and courage, showed up the infamous course of kidnaping that had been pursued, and as a result procured the prisoners their discharge. The kidnapers, thereafter, made Cleveland the scene of their operations less frequently than before.

A Masonic organization was among the new ventures of 1841. The charter of Cleveland City Lodge, No. 15, F. and A. M., was granted on September 21st of that year. Its first meeting was held on the 28th of the same month, when the following officers were elected: Clifford Belden, *W. M.*; Andrew White, *S. W.*; Willard Crawford, *J. W.*; Edmund Clark, treasurer; Erastus Smith, secretary. Among those who held the office of Worshipful Master in the early days of the lodge may be mentioned Timothy Ingraham, W. T. Goodwin, H. H. Dodge, A. D. Bigelow, S. E. Adams, E. R. Benton, Peter Caul, etc. The other Masonic organizations that came into being at a little later date, may be briefly mentioned: Iris Lodge, No. 229, was organized on October 22nd, 1852. The first officers were A. D. Bigelow, *W. M.*; W. H. Beaumont, *S. W.*; Robert Reiley, *J. W.* Bigelow Lodge, No. 243,

was organized on October 20th, 1853, but was not granted a charter until October 17th, 1854. The first officers were: Gaston G. Allen, *W. M.*; Samuel W. Odell, *S. W.*; Alonzo Eldridge, *J. W.*; C. C. Stevens, *S. D.*; Stephen Buhner, *J. D.*; H. L. Whitman, treasurer; A. H. Dubrey, secretary; L. W. Woolenneber, tyler. Among the organizations of Odd Fellows in Cleveland, in the earlier days, were Cleveland Lodge, organized in 1842; Erie Lodge, in 1844; Phoenix Lodge, 1854; Cataract Lodge, 1855.

One of the chief events in Cleveland in 1842, was the first real attempt at paving. This was on Superior street, between the Public Square and the river, and also on River street. The plan pursued was somewhat primitive in character; the "paving" consisted of the laying down of heavy planking crosswise of the street. These planks were of use when new and while held firmly in place, but when worn out or loosened, the condition of those who travelled over them was not one to envy. Down on River street, the floods would sometimes rise, and float the paving off into the Cuyahoga.

The year 1843 saw the beginning, in Cleveland, of an institution that has had a long and useful career, and is still counted one of the great educational features of the middle west. This was the Cleveland Medical College. Its origin is exceedingly interesting, as illustrating through what minor causes even great institutions sometimes come into existence. The township of Chagrin (now Willoughby), some twenty miles east of Cleveland, was one of the first towns, on the Western Reserve, to possess a circulating library. The books were well selected, and out of the study and literary interest they aroused, there grew a flourishing lyceum and debating society. Lectures on historical and scientific questions were given, and the current questions of the day discussed. Out of this, a somewhat ambitious project, "The Willoughby University of Lake Erie," was born. Dr. George W. Card, Judge N. Allen, J. Lapham, Samuel Wilson, and



others, were among its founders. It possessed a regular faculty, a board of trustees, president, secretary and treasurer. The medical faculty was constituted as follows: H. A. Ackley, M.D., professor of anatomy; Amasa Trowbridge, professor of surgery; Daniel L. M. Piexotto, M.D., professor of theory and practice of medicine; J. Lang Cassells, M.D., professor of chemistry; William M. Smith, M.D., professor of *Materia Medica* and botany. Some of these instructors were known favorably already, and have left since a deep impress upon the medical history of the west.

In 1835-6, this University possessed twenty-three students; five were graduated with the title of M.D., in the year last named. A three-story brick building was erected for the use of the institution. It was the hope of the founders to build up a great medical college in Wil-



DR. JARED P. KIRTLAND.

loughby, but after a year or so of struggle it was seen necessary to move it to a larger place, and Cleveland was naturally the choice of the majority.

It was in the fall of 1843 that this decision was made. Drs. John Delamater, Jared P. Kirtland, John L. Cassells, and Noah Worcester, who were then members of the faculty, favored Cleveland, while Dr. Starling's choice

was Columbus, and as he owned a controlling interest, he carried the day, went to the city named, and founded the Starling Medical College. The other physicians went to Cleveland, and as they did not wish to wait for a charter, the only legal process of incorporation, they applied to the Western Reserve College (afterwards Western Reserve University), at Hudson, for organization as the medical department thereof. The privilege

was granted, and in that way the Cleveland Medical College came into being as a department of the older organization.

A building was erected on the corner of St. Clair and Erie streets.<sup>83</sup> The first faculty consisted of John Delamater, Jared P. Kirtland, Horace A. Ackley, J. L. Cassells, Noah Worcester, Samuel St. John, and Jacob J. Delamater, all physicians. The institution started immediately upon its long, honorable, and prosperous career.

Two of the older church societies of Cleveland were also organized in 1843. The United Presbyterian Church began with eleven members, on November 5th, in the Hancock Block, on the corner of Superior and Seneca streets. The first ruling elders chosen were I. Campbell, J. Dodds, and D. Pollock. In two or three years a church building was erected, on the southwest corner of Michigan and Seneca streets; while, in 1853, a larger and more commodious house of worship was erected on Erie street, near Huron street.



THE PRESENT SECOND PRESBYTERIAN CHURCH.

<sup>83</sup> This building, which had become one of the best known of the landmarks of early Cleveland, has given place to a handsome, modern structure erected by the generosity of John L. Woods, one of Cleveland's most successful lumber merchants. Its cost was near \$175,000. The dedication services occurred on March 8th, 1887.

The Euclid Avenue Congregational Church was organized on November 30th, 1843, by Rev. Dr. S. C. Aiken and Rev. S. C. Cady, with a membership of nineteen. The name first chosen was that of "The First Presbyterian Church of East Cleveland," but changed to Congregational, in 1852, because of the attitude of the Presbyterian Church toward slavery. The first services were held in a building, known as the "old stone schoolhouse," between Republic and Doan streets, near Euclid avenue. Various other places of gathering were used until 1849, when a new building on the corner of Euclid avenue and Doan street was dedicated, and in that the society found a permanent home.



ST. PAUL'S EPISCOPAL CHURCH, 1856.

On June 12th, 1844, the Second Presbyterian Church of Cleveland was organized. The membership roll contained fifty-eight names, fifty-three of which were of former members of the First Presbyterian Church. The first meetings were held in a building on Rockwell street, which was used until a church edifice was erected on Superior street, east of the Public Square, and the basement first occupied in 1851. The first pastor of the church was Rev. Sherman B. Canfield,

who officiated from 1844 to 1854, and the first officers were as follows: *Elders*, David Long, Henry Sexton, Jeremiah Holt, Eli P. Morgan, Jesse F. Taintor and Samuel H. Mather; *Deacons*, William A. Otis, T. P. Handy, and S. H. Fox. In 1876, the church building was consumed by fire; and an elegant new structure, on the corner of Prospect street and Sterling avenue, was completed and dedicated in 1878.

Indeed, this period seems to have been quite prolific in the way of churches and church-building. Trinity



Church had grown to such proportions that relief of some character was demanded, and on July 9th, 1845, the parish of Grace Church was organized as an answer to this demand. A lot was purchased at the corner of Erie and Huron streets, on which a substantial brick structure was erected. The first rector was Rev. Alexander Varian, who officiated from 1846 to 1849. St. Paul's Episcopal Church also was organized on October 26th, 1846, with a membership of forty-five.

The development of these days, however, was not altogether upon the religious side of the life of Cleveland. Literary and material things were receiving their due share of attention. The Young Men's Literary Association was one of the events of 1845. The germ of this idea had been one of rather slow growth. As far back as 1811 some seventeen Clevelanders had associated themselves together for the establishment of a library, but the war of 1812 and the subsequent hard times intervened, and nothing was accomplished. In 1824, the Cleveland Forum, devoted principally to public debates, came into being, but after a few years of uncertain life it went into the limbo of discarded things. In 1833, a lyceum was formed with something of the same purpose, and in 1835 a reading-room was established through the generous contributions of citizens. In 1836, the Young Men's Literary Association was organized, which also set out to form a library, but it was dissolved in 1843.

The organization that was formed in 1845 under the same name achieved a more permanent success. In 1848, it was incorporated under the name of the Cleveland Library Association, with two hundred shares of stock at ten dollars each. A course of lectures was maintained for a number of years, but the main purpose in view was the accumulation of a library. A small room on Superior street was occupied for several years, then one in the "Herald" building; subsequently one at No. 221 Superior street, in 1856; and finally, in 1862, the Case Building. Here it received a perpetual lease of the rooms from the

heirs of William Case, who had been a devoted friend of the Association. In 1870, the charter was so changed that the control was placed in the hands of five directors, elected for life. The first board consisted of Samuel Williamson, James Barnett, H. M. Chapin, William Bingham, and B. A. Stanard. The revenues were greatly enlarged by the gift of twenty-five thousand dollars from Leonard Case [Sr.], who, in 1876, followed this by the munificent donation of Case Block, which lifted the Association not only beyond any question of want, but placed the Case Library among the great libraries and literary institutions of the west.

Several enterprises, of a direct material benefit, also were noted as evidences of the returning prosperity that



THE WEDDELL HOUSE.

set in about 1845-6. The erection of the Weddell House, on the corner of Superior and Bank streets, was one of these. It immediately took rank as one of the leading hotels of the west. On February 6th, 1846, the Cleveland Gas Light & Coke Company was organized, which indicated that the city had begun to figure upon metropolitan ways in real earnest. Nothing was done under this authority, however, until 1848, when the control of matters passed into the hands of Moses G. Younglove, through whose efforts works were constructed, the laying of pipes commenced, and the citizens permitted to enjoy the luxury of gas.

## CHAPTER XIII.

### THE RAILROAD ERA.

The history of the railroad lines that first connected Cleveland with the outside world is one of struggle and labor; of disappointment, loss, and final triumph; of patient endeavor on the part of patriotic citizens; and of a faith that held its own until the day of results that was a justification of all that had gone before. This city owes a debt of gratitude, that can never be repaid, to the little band through whose energy and capital her first railroads, and therefore her subsequent prosperity, were made possible.

The modest local line, that for a time connected Newburg and Cleveland, has been described. Other lines of similar character were proposed from time to time, but they came to nothing.

The first of any moment that proposed to make Cleveland one of its stopping places, of which we can find record, was an ambitious project suggested by DeWitt Clinton (not the governor), in 1829. He published a plan of a line to be called the Great Western Railway, that was to find its starting place in New York City, thence to the Tioga and following that, intersecting the head waters of the Genesee and Allegheny rivers, thence to Lake Erie, following its southern shore line, crossing the Cuyahoga, Sandusky, Maumee and Wabash rivers, and on to where Rock River enters the Mississippi. The route covered a distance of 1,050 miles, and the estimated cost was fifteen million dollars. It is perhaps needless to say that it was never built.

The next project that interested the people of Cleveland and of Ohio—to their serious cost—came some seven years later. The Ohio Railroad Company came forward



with a plan that was to secure all the benefits of the railroad at a cost far below that of lines already built or in course of construction. This was to be accomplished by placing the tracks on a double row of piles, or posts, upon which planks were to be placed edgewise, and bolted together.

The Ohio Railroad Company was organized at the Mansion House, Painesville, on April 25th, 1836. Its incorporators were: R. Harper, Eliphalet Austin, Thomas Richmond, G. W. Card, Heman Ely, John W. Allen, John G. Camp, P. M. Weddell, Edwin Byington, James Post, Eliphalet Redington, Charles C. Paine, Storm Rosa, Rice Harper, Henry Phelps, and H. J. Reese.

In considering the expansive charter under which the company was to work, we must remember that it was obtained at a time when state legislatures were disposed to grant anything to corporations that promised to create great wealth out of nothing, and when the country was in the wildest state of speculation of that great speculative decade. It was obtained through the efforts of Nehemiah Allen, of Willoughby, who then represented his county in the Legislature, and who became president of the company.

The company was allowed not only wide latitude in all matters relating to legitimate railroad building, but was given also banking privileges, including the issuing of money, as the holders of some three or four hundred thousand dollars' worth of their bills eventually discovered to their cost. In addition to this, it received the benefit of a remarkable act passed by the Ohio Legislature on March 24th, 1837.<sup>84</sup> It was a measure, possible only to days of reckless speculation and an irresponsible administration of public affairs. It provided that the State should loan its credit in six per cent. stock to the amount of one-third of the authorized capital if the other

<sup>84</sup> This measure was described by itself as "An Act to authorize a Loan of Credit by the State of Ohio to Railroad Companies,—also to Turnpike, Canal and Slackwater Navigation Companies." It was generally described as "The Plunder Law," after its character was understood.

two-thirds had been paid in "to the companies organized to build railroads," etc., which made the State a partner, to the extent of one-third, in all the reckless schemes that might be set afloat. The State issued its bonds to the amount named, and received company stock to the same amount in return.

The great advantage given a corporation by this measure can be seen at a glance. The law was repealed on March 17th, 1840, when a great loss had been put upon the State, and at a time when many new companies were being formed for added schemes of public plunder.<sup>85</sup>

The plan of the Ohio Railroad Company was to run a line from the western edge of Pennsylvania to a point on the Maumee River, near the present city of Toledo. Two great cities were to be created as a part of the scheme. One was Richmond, on the Grand River, between Fairport, on Lake Erie, and Painesville, four miles to the south, and the other was Manhattan, on the Maumee River, three or four miles north of Toledo.

A glowing prospectus was issued, capital enlisted, and plans prepared. The first pile was driven in Fremont on June 19th, 1839. The details of actual construction, and the methods employed in this unique specimen of railroad building were as follows: A roadway, 100 feet in width, was prepared; 112 piles and 1,056 ties were used in each mile; the piles running from 7 to 28 feet in length, according to the grade, and from 12 to 16 inches in diameter; the ties were 9 feet long, and 8 inches in diameter. "The piles were driven by a machine, consisting of two sills, 30 or 40 feet long, placed parallel with each other, at a distance of 7 feet, that being the width of the track. At the forward end of these sills were erected four timbers, termed 'leaders,' 30 feet high, between which, on each side, the iron hammers, weighing one-half a ton each, were raised and let fall upon the pile. A

<sup>85</sup> The grand total of Ohio's investments under this law was as follows: Railroads, \$751,915; turnpikes, \$1,853,365; canals, \$600,000. Total, \$3,205,280. The returns were very much less.

circular saw, attached to a shaft projecting between the leaders, cut the pile to the proper grade, when the driver was moved and the operation repeated. These machines employed eight men and drove about forty piles per day, covering some twenty rods in distance. Upon the head of each pair of piles was fitted a tie, 8x8 inches, in which a gain was cut nine inches wide and four deep, the tie being pinned down through this gain with a two-inch cedar pin; but before this was done, half a pint of salt was deposited in the auger hole of each pile, which, permeating the wood, was expected materially to preserve the same from decay. A locomotive saw-mill upon the track, and behind the pile driver, attended by three men, prepared the rails at the rate of 900 lineal feet per day. These rails or stringers were 8x8, and 15 feet in length. On the wood stringers thus provided were to be placed iron ('strap') rails, of the weight of twenty-five tons to the mile. Behind all, upon the prepared track, was a boarding house for the work hands, which moved with the rest of the establishment."<sup>85a</sup>

The main portion of the work was done between Fremont and Manhattan, with some sections to the eastward, near the Cuyahoga River. Some of these piles were still in evidence fifty and more years later. Misfortune overtook the enterprise at an early day, as was inevitable in the very nature of things. The panic of 1837, the repeal of "The Plunder Law," quarrels among those who favored Manhattan and those who favored Richmond, and the inherent weakness of the whole scheme, worked together and brought on a total collapse. This came in 1843. How total it was, can be learned from the report made by the Auditor of State in December of the same year. Said he: "The original subscriptions to the stock of the company were \$1,991,766. Of this sum, only \$13,980 had been paid in cash; \$8,000 or \$10,000 in labor and material; and \$533,776 in lands and town lots. These have

<sup>85a</sup> "The Ohio Railroad: That Famous Structure built on Stilts," by C. P. Leland. Western Reserve Historical Society's Tract No. 81.



been reported as a basis for the credit of the State; also, there has been added \$293,660 in donations of lands for right-of-way, all of which of course are conditioned to revert upon failure to complete the work. The lands received in payment of subscriptions were all taken at the most extravagant rates." He further showed that the amount received by the company, from the State, was \$249,000, for which it had in return "some sixty-three miles of wooden superstructure laid on piles, a considerable portion of which is already rotten, and the remainder going rapidly to decay." In 1845, the Legislature passed a law authorizing the board of public works to sell the whole concern. But little, if anything, was realized.

There were other projects put forward, in the same year which saw the incorporation of the Ohio Railroad Company, that came to little or nothing in the forms in which they were then proposed. These were: The Cleveland, Warren & Pittsburg Railroad Company,<sup>86</sup> leading from Cleveland to the State line, or some other point on the Ohio River in the direction of Pittsburg;

the Cleveland, Columbus & Cincinnati Railroad Company, leading from Cleveland to Cincinnati by way of Columbus; and the Cleveland & Erie Railroad Company, from Cleveland to Ravenna.

The panic of 1837 blocked these measures for a time.

<sup>86</sup> The "Cleveland Herald" of January 26th, 1836, states, with no small pride, that the engineers of the Cleveland, Warren & Pittsburg Railroad had reached Cleveland on the previous day, and adds, that "everything connected with this improvement seems to progress with an activity and spirit which promises the most favorable results." Stock was readily subscribed to a large amount, and at a meeting held on May 12th the organization of a board of directors was effected, with Mayor John W. Willey as president.



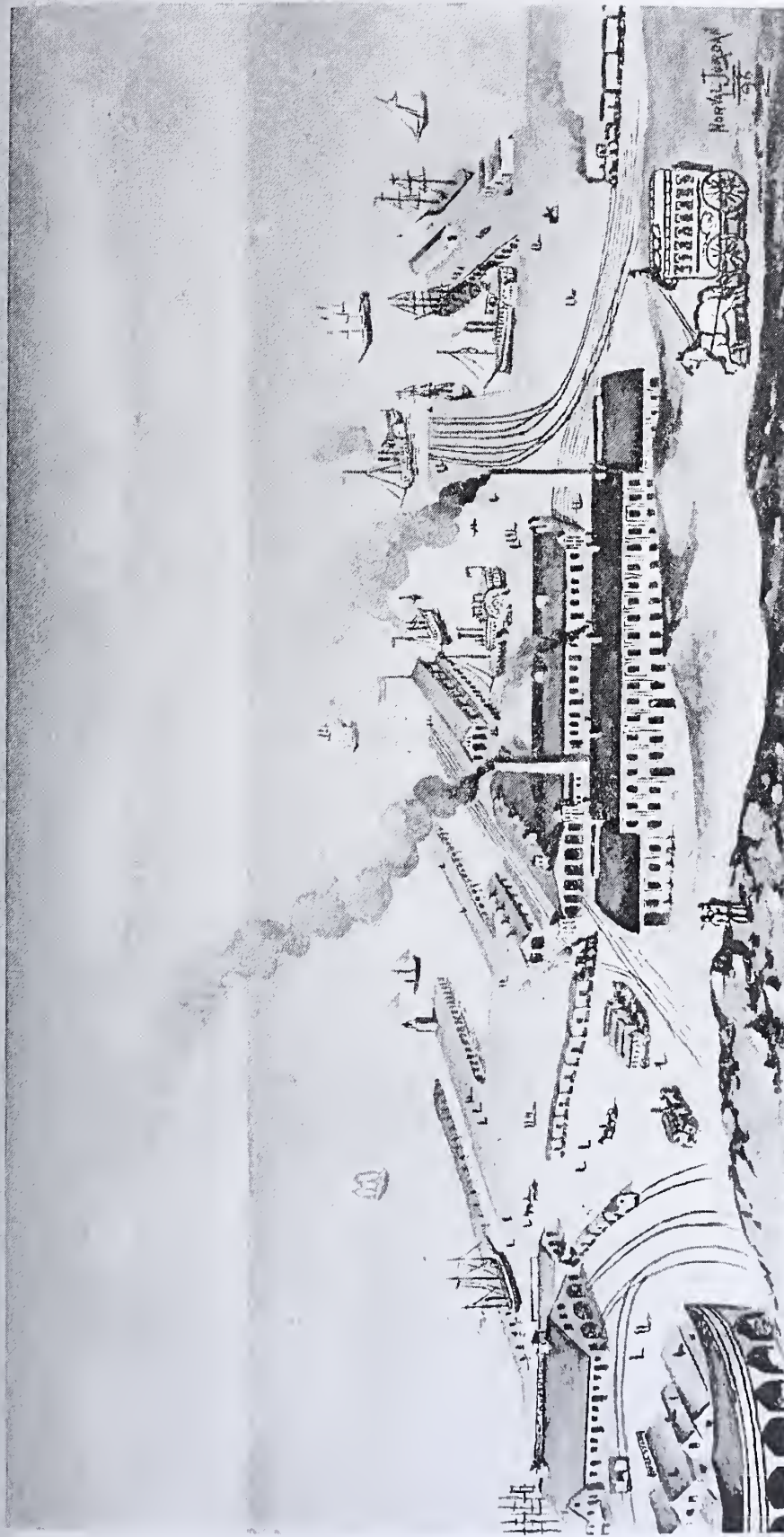
MAYOR WILLIAM B. CASTLE.

The subsequent history of each is practically the story of the railroads of Cleveland, and each may be taken up in the order of relative importance.

The charter of the Cleveland, Columbus & Cincinnati Railroad was granted on March 14th, 1836. It lay dormant until 1845, when it was revived, revised, and amended by an act of March 12th, so as to permit it to build as far as Columbus, but not compelling it to go any further than that point. It also was permitted to "unite with any other, then, or thereafter, constructed under authority of the general assembly, leading from any point at, or near, Lake Erie to, or towards, the southern part of the State."<sup>87</sup> A new company was organized, with John W. Allen, Richard Hilliard, John M. Woolsey, and Henry B. Payne, as the Cleveland directors, and John W. Allen, as president. The City of Cleveland, in encouragement of the enterprise, voted to loan its credit to the extent of two hundred thousand dollars.

There were many difficulties in the way, but one by one they were surmounted. Capitalists abroad were unwilling to lend their aid. A canvass of the city resulted in securing a subscription of but twenty-five thousand dollars. Mr. Woolsey was sent to Cincinnati to negotiate the bonds subscribed by the city, and to Philadelphia and New York to enlist the aid of the capitalists of those cities. The latter part of his mission was a failure. In the spring of 1847, it looked as though the whole thing would have to be given up in despair, but help came through the willing effort of two influential and sagacious men. Richard Hilliard and Henry B. Payne agreed to

<sup>87</sup> "In the spring of 1846 there were three or four rival projects for a road to Columbus from the Lake, but none of them were unfriendly to Cleveland. We called a meeting of all the commissioners at Mansfield, and at our request they all agreed to give us six months to enable us to carry out our project, and, if we were successful, they would rest quietly as to theirs." Mr. Allen relates at some length the steps then taken, and adds: "Out of these devices grew this road of great and immediate importance to Cleveland."—"Our First Attempt at Railroad Building," by John W. Allen;—"Annals of the Early Settlers' Association," No. 5, p. 96.



RAILWAY STATION AND DOCKS, 1854.





devote three months of earnest personal effort to one final attempt, and so well did they apply themselves that additional subscriptions to the amount of forty thousand dollars were obtained, and the skies began to clear.

Alfred Kelley, then of Columbus, accepted the position of president, and thus a new source of influence and strength was added. Another fortunate move was made when the managers prevailed upon Frederick Harbach, Amasa Stone and Stillman Witt, to undertake the construction of the line; and they agreed to take the principal portion of their pay in stock.

An episode which illustrates the difficulties they had in keeping the charter alive, and the low ebb to which the enterprise was at one time reduced, is related by George F. Marshall,<sup>88</sup> one of the actors therein, as follows: "In order to save the charter, it was thought best to make a show of work on the line already surveyed. One bright autumn forenoon about a dozen men got themselves together near the ground now occupied by the A. & G. W. Railway depot, with the noble purpose of inaugurating the work of building the Cleveland, Columbus & Cincinnati Railroad. Among the number was Alfred Kelley, the president, T. P. Handy, the treasurer, J. H. Sargent, the engineer, James A. Briggs, the attorney, and H. B. Payne, Oliver Perry, John A. Foot and others, besides your humble servant. On that memorable spot one could look upon those vast fields of bottom land, and nothing could be seen but unbroken wide meadows; the brick residence of Joel Scranton on the north, and the ruins of an old mill in the ravine of Walworth Run on the south, were the only show of buildings in all that region roundabout. These gentlemen had assembled to inaugurate the work on the railway, yet there was a sadness about them that could be felt; there was something that told them that it would be difficult to make much of a railroad without money and labor. Yet they came on purpose to make a show of a

<sup>88</sup> "A Sketch of Early Times in Cleveland," by George F. Marshall.—  
"Annals of the Early Settlers' Association," No. 1, p. 102.

beginning. Alfred took a shovel and with his foot pressed it well into the soft and willing earth, placing a good chunk in the tranquil wheelbarrow close at hand, repeating the operation until a load was attained, and dumping it a rod or so to the south. We all shouted a good sized shout that the road was really inaugurated. Then Mr. Handy did a little of the same work as well as Sargent and Briggs, while I sat on the nearest log rejoicing to see the work going so lively and in such able hands. The fact was demonstrated that the earth was willing, if man would only keep the shovel, the pick and wheelbarrow moving lively according to this beginning. All that fall and winter one man was kept at work on the great enterprise simply to hold the charter, with a hope that something would turn up to enable the directors to push things with a greater show for ultimate success. During the winter that followed, any one passing up Pittsburg street near the bluff could see day by day the progress this one-man power was making in his work. Foot by foot each day the brown earth could be seen gaining on the white snow on the line towards Columbus, and hope remained lively in the breast of everyone that saw the progress, that if the physical powers of that solitary laborer held out long enough, he would some day be able to go to State's prison by rail."

Success so crowned the efforts of the earnest men who had this great project in hand, that on February 21st, 1851, the first through train was run from Columbus to Cleveland,<sup>89</sup> bearing the members of the general assembly, State officers, and many prominent citizens from the capital, and from along the line. It was a day of great re-

<sup>89</sup> "The road was so far finished that trains were run over its entire length, from Columbus to Cleveland, on the 21st of February last, but the road could not be considered as fully open for regular business operations before the 1st of April. Since that time a large and profitable business has been done—larger, and more profitable, it is believed, in proportion to the amount of capital invested, than has been done on any other road in the United States for the first eight months after its being opened for use."—Extract from the report of President Alfred Kelley for 1851.



joining in the city, which now for the first time found itself in actual steam connection with the outside world.

Ample preparations were made to make the event of a character to reflect credit upon Cleveland. A special meeting of the City Council was held on February 13th, at which a formal invitation was extended to the governor of the State; the members of the Legislature, the heads of the various State departments, and the mayors and city officials of Columbus and Cincinnati, to visit Cleveland on Washington's birthday, and participate in the formal opening of the railway. A committee of arrangements and reception was appointed, consisting of Messrs. Gill, McIntosh, and Stedman. The invitation was cordially accepted, and the occasion was one of great rejoicing. The "Herald's" extended report of the celebration says: "On Saturday, as we saw Buckeyes from the banks of the Ohio and the rich valleys of the Miami and the Scioto mingling their congratulations with those of the Yankee Reserve, upon the completion of an improvement, which served to



MAYOR GEORGE B. SENTER.

bring them into business and social connection, and to break down the barriers which distance, prejudice, and ignorance of each other had built up, we felt that the completion of the Cleveland, Columbus & Cincinnati Railroad would be instrumental in accomplishing a good work for Ohio, the value of which no figures could compute.

. . . On the morning of the twenty-first, the members of the Legislature, the State officers, the councils of Cincinnati and Columbus, and citizens of Columbus and Cincinnati, in all four hundred and twenty-eight persons, left the capital on the C. C. & C. Railroad cars, for a visit to Cleveland, as guests. On their arrival, they were greeted

by discharges of artillery, and the welcome of thousands of our citizens."

A grand procession was formed, and the guests were escorted to the Public Square, where an address of welcome was delivered by Mayor William Case. Hon. C. C. Converse, president of the State Senate, responded. Samuel Starkweather then delivered the oration of the day, and speeches were made by Alfred Kelley, Henry B. Payne, Mr. Pugh, of Cincinnati, Governor Reuben Wood, and Cyrus Prentiss, president of the Cleveland & Pittsburgh Railroad Company. The visitors were then taken to Hudson, over the last named line.<sup>90</sup> On the return to Cleveland a banquet was served at the Weddell House. A torch-light procession paraded, the city firemen taking a leading part. On the Sabbath, Dr. Aiken preached a powerful sermon on railroads in the Stone Church, and on Monday the visitors departed for home, leaving Cleveland to settle down to the realities of every-day life.

By act of the Ohio Legislature, on March 14th, 1836, the same day on which that of the above described road was passed, a charter was granted to the Cleveland, Warren & Pittsburgh Railroad Company, permitting it to construct a line from Cleveland to the eastern border of Ohio, and there to connect with any road built under the laws of Pennsylvania. As all railroad experience was limited in those days, in matters of legislation as well as actual opera-

<sup>90</sup> The details of this expedition are graphically set forth by R. F. Smith, general manager of the Cleveland & Pittsburgh Railway Company, in a communication to the Board of Trade, in 1871: "The general assembly, with the governor and various other officers of the State, having passed over the line of the Cleveland, Columbus & Cincinnati, from Cincinnati to Cleveland, celebrating its opening to the public, were, on the twenty-second of February, 1851, invited to visit the thriving village of Hudson, before their return to the substantial realities of life at the capital. This trip was accomplished by the honorable gentlemen, not, however, without experiencing upon the rough and unballasted track of the incipient highway, the vicissitudes incidental to railroad life. Owing to some misunderstanding, the supply of edibles at Hudson was far too meagre, and the train getting off the track upon the return trip, the excursionists were detained to a late hour of the night, but eventually their honors were landed again in the city upon the lake shore, a hungrier if not a wiser and happier set of men."

tion, the charter was broad in its scope and loose in its provisions. It allowed the president and directors to issue and sell stock to any limit that their desires or necessities might direct, gave them permission to select any route they might choose, to condemn land, and to propel their cars by any motive power they might prefer. The same evil days that befell the connection between the Forest City and Cincinnati, disturbed and delayed the venture toward the southeast, and the same revival of confidence that set the one afloat had a similar effect upon the other.

An act of revival and amendment was passed on March 11th, 1845, and the route was changed from "the most direct in the direction of Pittsburg," to "the most direct, practicable, and least expensive route to the Ohio River, at the most suitable point." The company was organized at Ravenna, in October, 1845. James Stewart, of Wellsville, was elected president, A. G. Cattell, secretary, and Cyrus Prentiss, treasurer. Preliminary arrangements were made as speedily as possible, and the usual amount of labor and responsibility placed upon the shoulders of the willing few. The history is similar to that of its neighbor, and its final triumph and usefulness formed a parallel thereto. In July, 1847, the first contracts were let from Wellsville northward, and the actual work commenced. The Cleveland end of the line dragged, somewhat, through lack of money, and it was not until 1849 that the last of the work was let. By legislation had in February of that year, the City of Cleveland was authorized to subscribe to the capital stock of the company. In February, 1851, the long trial began to have an ending, and the line was opened from Cleveland to Hudson, in March to Ravenna, and in November to Hanover.<sup>91</sup> In

<sup>91</sup> "In March (1851), the track was constructed to Ravenna, and in November to Hanover, a distance of seventy-five miles from Cleveland. In the exuberance of their joy the stockholders at their meeting resolved 'that the directors be requested to give a free ticket to each stockholder and his lady to ride over the road from Cleveland to Hanover, and return at any time within thirty days, and that landholders, through whose land the road passes, shall be entitled to a free ticket for themselves and wives



1852, the connection through to Pittsburg was arranged for. On April 18th, 1853, the Legislature of Pennsylvania passed a law incorporating the Cleveland & Pittsburg Railroad Company, and giving full assent to all the provisions of the Ohio charter. In October, 1871, the Cleveland & Pittsburg Railroad Company passed into the control of the Pennsylvania Railroad Company, where it has since remained.

Another venture of the same busy period of railroad building was the Cleveland & Mahoning Valley Railroad Company, which, eventually, had much to do with the manufacturing and commercial development of this city. This line was projected for the primal purpose of opening and developing the coal and mineral regions of the Mahoning valley, and also to furnish a connection between Cleveland and Pittsburg. It was chartered on February 22nd, 1848, incorporated in 1851, and the first meeting of stockholders held at Warren, in June, 1852. Local subscriptions to the amount of \$300,000 were reported, and estimates and surveys ordered prepared. The prime mover and most earnest friend of the scheme, was Jacob Perkins, of Warren, who risked his fortune, gave his strength, and finally sacrificed his life in its behalf.<sup>92</sup>

The directors, in the day of beginning, were Jacob Perkins, Frederick Kinsman, Charles Smith, David Tod, Dudley Baldwin, Robert Cunningham and James Magee—the first three residents of Warren, and the rest of Youngstown, Cleveland, New Castle and Philadelphia, in the order named. It was a long and uphill struggle before the day of success was reached. Cleveland was

from twenty days of the opening of the road, and that the same privilege be extended over the other portions of the road when completed.”—From the statement made by R. F. Smith, general manager of the Cleveland & Pittsburg Railroad.

<sup>92</sup> “He died in Havana, Cuba, on January 12th, 1859, and the half-grave, half-playful, but altogether pathetic remark made to a friend previous to his death, ‘If I die you may inscribe on my tombstone, ‘Died of the Mahoning Valley Railroad,’ ’ was more of a sombre fact than a light jest or passing fancy.”—“Magazine of Western History,” Vol. II., p. 618.

selected as the headquarters, and a purchase of land made that gave the road a foothold here: There was much surveying of proposed routes, and hesitation among those proposed, but finally the present one, through Mantua, Warren, and Youngstown, was chosen. Attempts were made to induce the Pennsylvania Legislature to allow an extension of the line into that State, but the influence of rival lines prevented.

There was a fair promise of success up to 1854, when the annual report of the directors took on a tone of despondency that boded ill for the future. The condition of the money market had altered for the worse, and capital became very cautious; at this time, Jacob Perkins and his associates stepped in, and by pledge of their personal fortunes, secured the continuation of the work. In 1857, the road was completed as far as Youngstown, and a point thus reached where returns began to come in from the growing coal and iron regions. In October, 1863, it was leased to the Atlantic & Great Western Railroad Company, and later, with that organization, passed into the control of the Erie system.

A detailed history of all the charters, acts, amendments, incorporations, and, above all, financial struggles, that went to build the half-score of minor roads finally merged into the Lake Shore & Michigan Southern Railway Company, would make a volume in itself, so only a bare outline is possible here. Trunk lines, with a through business to depend upon and a local traffic as incidental, did not enter into the calculations of the railroad projectors in the early days. Two or more cities having come to the conclusion that there was business and travel enough within their influence, and along the section of country to be traversed, to warrant a railroad, it was set on foot and the matter of extensions in any direction was left, generally, to be decided as an afterthought. After a time, a number of these disjointed sections would be joined by the absent links, and the great trunk line brought into being. The road under consideration is a marked example of this character.

The links in this great chain may be briefly noted. The Erie & Kalamazoo Railroad was chartered in April, 1833, by the Territory of Michigan, with authority to construct a road from Toledo, Ohio, to a point on the Kalamazoo River; it built from Toledo to Adrian; and leased in perpetuity to the Michigan Southern Railroad, chartered in 1846. In 1835, the Buffalo & Mississippi Railroad was chartered by the State of Indiana, to construct a road from the eastern to the western boundary line of that State. In 1837, its title was changed to the Northern Indiana Railroad Company. Eventually, under various acts, a line was constructed from the eastern to the western line of the State and from Elkhart to the northern State line, where connection was made with the above-named Michigan Southern road.

Meanwhile, the links of the future great line were being welded at points further east. In March, 1851, Ohio per-



MAYOR EDWARD S. FLINT.

mitted the incorporation of the Northern Indiana Railroad Company of Ohio, with authority to run a line from Toledo to the State line of Indiana; also one from Toledo northward to Monroe. Under this charter, a road was built between the points named, connecting with the Northern Indiana Railroad of Indiana, and running from Toledo to the northern line of the State, forming a portion of the De-

troit, Monroe & Toledo line. As was foreshadowed, in the similarity of names, the Northern Indiana Companies of Ohio and Indiana, on July 8th, 1853, consolidated into one organization, under the name of the Northern Indiana Railroad Company. In November, 1850, the Northern Indiana & Chicago Railroad Company filed articles of association, with the Secretary of State of Illinois, for the construction of a road southeasterly to the



State line, to intersect the road of the western division of the Buffalo & Mississippi Company. The road was immediately built between these points, a distance of thirteen miles.

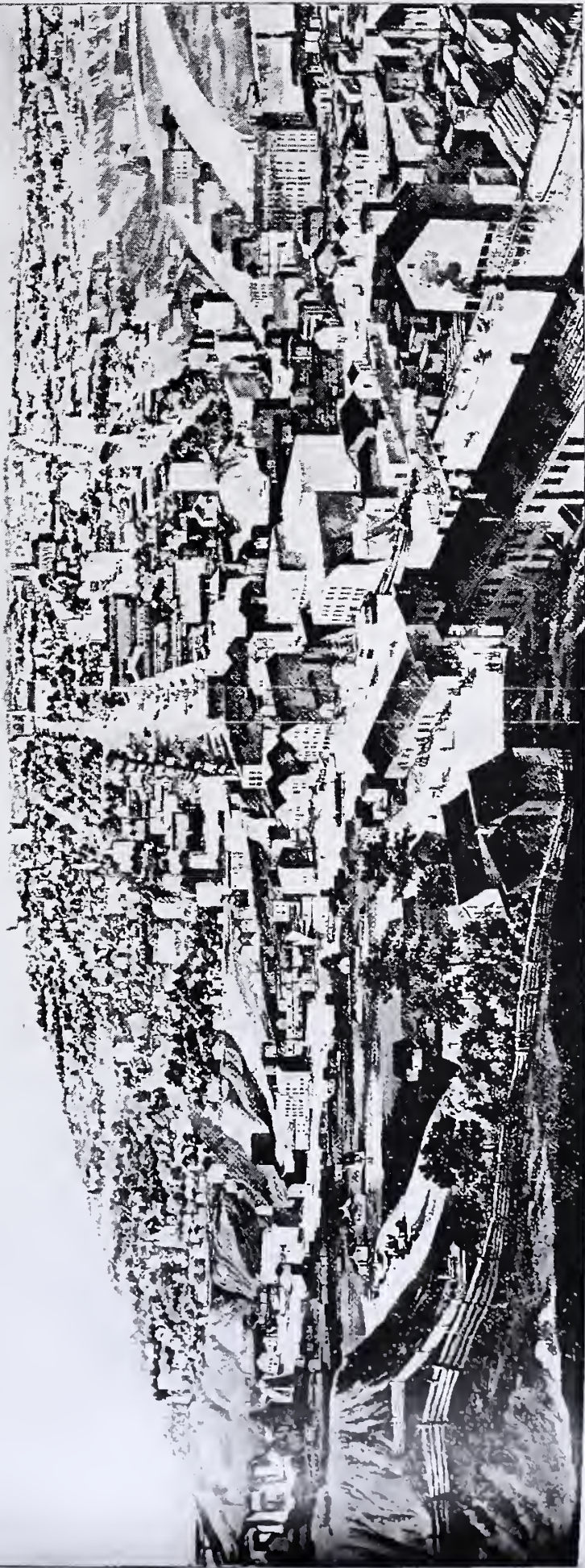
Manifest destiny and the present demands of the situation worked together for consolidation. On February 7th, 1855, a compact was entered into by which the Northern Railroad Company of Ohio and Indiana, the Buffalo & Mississippi Railroad (Western division) of Indiana, and the Northern Indiana & Chicago Railroad Company of Illinois, were merged into one, which was called the Northern Indiana Railroad Company, and which gave a through line from Toledo to Chicago. Two months later a still more important step was taken, by which the above line was again consolidated, this time with the Michigan Southern Railroad Company, under the growing name of the Michigan Southern & Northern Indiana Railroad Company. In the year following, this new corporation obtained a lease of the Detroit, Monroe & Toledo Railroad, then unfinished, and this finally connected the points named in its title.

Attention must now be turned to the movements going on still farther east. On April 12th, 1842, the Erie & Northeast Railroad Company of Pennsylvania was incorporated, to build a road from Erie to some point on the east boundary line of the township of Northeast, in Erie County. Twenty miles of road was the practical result. In October of 1849, the Buffalo & State Line Railroad Company was organized in western New York, for the building of a road from Buffalo to the western State line, there to connect with a like road leading through to Cleveland, Ohio. On March 9th, 1867, an act was passed by the New York Legislature permitting this company to join forces with the Erie & Northeast Company, and the result was the Buffalo & Erie Railroad Company. Meanwhile, on March 2nd, 1846, the Ohio Legislature passed an act incorporating the Junction Railroad Company, with authority to construct a road from some point to be selected

on the Cleveland, Columbus & Cincinnati line, within thirty miles of Cleveland, thence, by way of Elyria, to intersect the Mad River & Lake Erie road at Bellevue, or some other point, and thence on to Fremont; also, for a branch thereof from Elyria, *via* Sandusky, to Fremont. It was this line, as mentioned above, that finally made use of the right of way belonging to the old Ohio road, or the "road on stilts," as it was often described. In March, 1850, the Toledo, Norwalk & Cleveland Railroad Company was incorporated, for the building of a line from Toledo, by way of Norwalk, to connect with the Cleveland, Columbus & Cincinnati Railroad at, or near, Wellington, and subsequent power was given it to continue the line on to Cleveland, either by an agreement with the last-named road, or independent of it. In October, 1852, the Port Clinton Railroad Company sprang into existence, with a mission to build a line from Sandusky, *via* Port Clinton, to Toledo. Finally, on July 15th, 1853, there was a grand consolidation of these small and irregular interests, and the result was that the Junction Railroad Company, the Port Clinton Railroad Company, and the Toledo, Norwalk & Cleveland Railroad Company, all disappeared from sight, to emerge as one in the Cleveland & Toledo Railroad Company. At that time not any of them had completed their lines, but the work was done subsequently by the consolidated company.

In 1848, a line was projected that now forms an important part of the Lake Shore & Michigan Southern system, which seems to have been a more distinctively Cleveland enterprise than any of the small lines described in the foregoing. It was the incorporation, in February of that year, of the Cleveland, Painesville & Ashtabula Railroad Company, with authority to construct a line from Cleveland, *via* Painesville and Ashtabula, to the Pennsylvania State line, and there to connect with any railroad running eastward. The company was organized with a directory consisting of Alfred Kelley, Samuel L. Sheldon, Heman B. Ely, George





CLEVELAND IN 1853.





E. Gillett, David R. Paige, L. Lake and Peleg P. Sanford. Heman B. Ely was elected president, Abel Kimball, treasurer, and Frederick Harbach, engineer. A survey was made under the direction of the last named. The difficulties in the way were many, but the company finally secured the needed money, and made a contract with Frederick Harbach, Amasa Stone and Stillman Witt, on the 26th of July, 1850, for the construction of the road from Cleveland to the Pennsylvania State line. For the first six months, the work progressed slowly, the chief fear of the time being that steam-cars could never compete for business with the great boats then running from Cleveland to Buffalo. But the backers kept at it with persistent energy, and finally, late in 1852, a locomotive was enabled to travel its entire length. On May 5th, 1854, the Pennsylvania Legislature gave the company permission to construct an extension of its line along the Franklin Canal Railroad, an enterprise that had passed into the control of the State of Pennsylvania, to Erie. The purchase of the Franklin property was made, and thus a road was completed between Cleveland and Erie, with connections through to the east. Steps leading up to the grand final consolidation began to be taken. On October 8th, 1867, a lease of the Cleveland & Toledo Railroad Company was made to the Cleveland, Painesville & Ashtabula Company. On June 17th, 1868, the name of the latter organization was changed to the Lake Shore Railway Company, and in February, 1869, the Cleveland & Toledo Company formally became, by consolidation, a part of the Lake Shore Railway Company. Thus a continuous line, owned and operated by one company, extended from Erie to Toledo. That extension was made still greater, when on May 8th, 1869, this great organization was consolidated with the Michigan Southern & Northern Indiana Railroad Company, heretofore fully described, and the Lake Shore & Michigan Southern Railroad came into being. The consolidation from Buffalo to Chicago was completed on August 10th, 1869, when the Buffalo & Erie Company came into

the scheme, and this great railroad and commercial force of to-day became an accomplished fact. Of its extensions and dependent lines that were afterwards purchased, leased, or built, from various points on the main line to Oil City, Youngstown, Jackson, and other places in Pennsylvania, Ohio, Indiana, Illinois, and Michigan, no mention in this connection can be made.

A brief glance at the origin of some of the later railroads of Cleveland may be taken here, although some of them came into existence at a date considerably after the period now under consideration. On March 10th, 1845, the Franklin & Warren Railroad Company was chartered to build a road from Franklin, Portage County, Ohio, *via* Warren, Trumbull County, to the eastern State line, and having power to continue the same westerly or southwesterly. As a result, a line was built from the State line in Trumbull County to Dayton. By decree of court on October 17th, 1854, the name of this company was changed to the Atlantic & Great Western Railroad Company. This was later incorporated with other roads under the same name; and after many years of financial trouble it became known in 1880 as the New York, Pennsylvania & Ohio Railroad Company, and later, in company with its Mahoning line into Cleveland, already described, became a part of the Erie system, and as such connects Cleveland with both the east and the west.

In the charter of the Cleveland & Pittsburgh road, an amendment was made on February 19th, 1851, to permit the organization of a separate and distinct company to construct a branch line from Hudson, *via* Cuyahoga Falls and Akron, to Wooster, or some other point between Wooster and Massillon, and to connect with such other roads as might be desired. The company was organized in the following March, and the road constructed from Hudson to Millersburg. In 1853, the name Akron Branch was changed to the Cleveland, Zanesville & Cincinnati Railroad Company. It passed under the control of the Penn-



sylvania system in 1869, and thus secured connection with Cleveland.

The Lake Shore & Tuscarawas Valley Railway Company was incorporated on July 2nd, 1870, its declared purpose being to build a road from a point near Berea to Mill township, Tuscarawas County, on the line of the Pittsburg, Cincinnati & St. Louis road, with a branch from Elyria to a convenient point on the main line in Medina County. The road was built from Elyria, *via* Grafton, to Uhrichsville, and completed in August, 1873. In October, 1872, the company purchased from the Elyria & Black River Railway Company eight miles of the line of the latter, extending northward from Elyria to Black River harbor, now known as Lorain. In 1875, the Cleveland, Tuscarawas Valley & Wheeling Company was incorporated, and all of the above property passed into its possession, under sale by the courts. An extension through to Wheeling, West Va., was completed in 1880; and soon after that the whole line became known as the Cleveland, Lorain & Wheeling Railroad Company.

The Valley Railway Company was chartered August 31st, 1871, with a capital stock of three million dollars. It was formed for the declared purpose of building a line from Cleveland to Wheeling, through Akron and Canton. The survey was made in 1872, and work commenced in 1873. The panic of the latter year fell upon the new enterprise at a critical moment, and in 1874 all proceedings were stopped, and so remained until 1878, when operations were resumed, and so pushed forward that cars ran from Cleveland to Canton in February, 1880. Extensions were pushed forward at a later date. Its entrance into Cleveland was by way of the old canal bed, which was ceded by the State of Ohio to the City of Cleveland on consideration that a weighlock should be built at the new junction, between the canal and Cuyahoga River. The city then leased the canal bed to the Valley road for ninety-nine years, receiving in payment \$265,000 in the road's first

mortgages.<sup>93</sup> An attempt was made, before construction commenced, to make the city a part owner, and a vote taken as to whether bonds should be issued for that purpose. The answer at the polls was a negative. The enterprising business men of Cleveland went to work, however, and raised five hundred thousand dollars in subscriptions, and thus made the road a possibility.

Yet another line from Cleveland, down into the coal and iron regions of the south and southeast, demands consideration. The Carroll County Railroad Company was chartered as early as March 9th, 1850, and a strap-rail road, operated by horse power, was constructed from Carrollton to Oneida, a distance of twelve miles. It was opened for business in 1854, but the company became insolvent, and the road went at forced sale in 1859. The new purchasers operated it for several years, but it deteriorated in their hands, and in February, 1876, there was organized the Carrollton & Oneida Railroad Company, which took possession of the old line. After varying fortunes, it became known as the Connotton Valley Railway Company, and was completed, into Canton, in 1880. In the same year the Connotton Northern Railway Company was incorporated to build a line from Canton to Fairport on the lake shore. This line was built to a point in Portage County, when it was decided to change its northern terminus to Cleveland, and it was run through to Commercial street, in this city, in January, 1882. The Connotton Northern was consolidated with the Connotton

<sup>93</sup> The act to transfer this property from the control of the State to that of the City of Cleveland was passed by the Legislature April 29th, 1872. The weighlock was removed May 21st, 1874. The matter then rested until October 31st, 1879, when a quitclaim deed was given to the city by Governor Bishop. This deed was formally accepted November 3rd, 1879, and the city leased the property on November 4th, 1879, to the Valley Railroad Company for a term of ninety-nine years, receiving in payment of the same \$265,000 in first mortgage bonds of the road. November 10th, 1879, this lease was formally approved by the City Council. In a financial way, aside from the gain in business from the increased efficiency of the road, Cleveland was a loser by this transaction, as it expended \$288,405.37 in making this improvement. This amount, however, included \$125,000, which was paid for the surrender of leases to a portion of the property.

Valley, under the name of the Connotton Valley Railway Company. The line was pushed down to the present depot on Huron and Ontario streets. It was sold by the court, on May 9th, 1885, to the stockholders and bondholders, who reorganized it in the following month, under the name of the Cleveland & Canton Railroad Company.

The charter for the construction of the New York, Chicago & St. Louis road, from Buffalo to Chicago, *via* Cleveland and Fort Wayne, was issued under the general railroad law of New York, on April 13th, 1881, and the construction was commenced in the same year. The road was opened for traffic on October 23rd, 1882. It was sold soon afterwards to William H. Vanderbilt, and is still a part of the great Vanderbilt system of western roads.

Returning from this somewhat long quest after railroad beginnings and experiences, we resume the thread of general narration for the closing years of the first half of the



ST. JOHN'S CATHEDRAL.

century. A new township, that of East Cleveland, was organized in 1847, which embraced "all of the one-hundred-acre lots of the original surveyed township No. 7, north of the Newburg line;" and on March 22nd, 1850, an act was passed by the general assembly of Ohio, annexing the remaining part of said township to the City of



Cleveland, which embraced "all of the ten-acre lots, and all the unsurveyed strip lying along the bank of the river north and south of the mouth of Kingsbury Run."

In 1848, the first Superior Court of Cleveland was created, with Sherlock J. Andrews as judge, and George A. Benedict, clerk. It continued for the period of five years, but was dispensed with on the revision of the judiciary system, under the new State Constitution. In the fall of the same year the corner-stone of St. John's Cathedral, on Erie and Superior streets, was laid.

The growth of the two cities was at this time of a gratifying character, Ohio City having pushed out as far as Clinton street, while Cleveland was pushing toward the east and south. Euclid road had long since taken on the name of Euclid street, and was already beginning to show those evidences of beautiful home-making that have made Euclid avenue one of the famous streets of the world. A writer has well said of this great thoroughfare and its natural advantages: "The land rose from the lake to within a short distance from the street, then fell as far as a line of the street, and then rose gently to the southward. Somewhat singularly, both the ridge and the depression occupied by the street ran almost due east from the Public Square for two miles, and then, with a small variation, ran two miles farther to Doan's Corners. The wealthy residents of the city early found that they could make extremely pleasant homes by taking ample ground on the ridge in question, and building their houses on its summit; leaving a space of from ten to twenty rods between them and the street. The fashion, once adopted by a few, was speedily followed by others, and a residence on Euclid street, with a front yard of from two to five acres, soon became one of the prominent objects of a Clevelander's ambition."<sup>91</sup>

It was in 1848 that the Cleveland Board of Trade took its place among the commercial organizations of the west. The need of such center for the business of Cleveland

<sup>91</sup> "History of Cuyahoga County," compiled by Crisfield Johnson, p. 243.

had been felt and discussed for some little time. The records of the Board, previous to 1864, have been lost, or destroyed, and the chief sources of information concerning it are found in the newspapers of the day. In the "Herald" of July 8th, 1848, we find the following: "At a large meeting of the merchants of the city, held, pursuant to a notice, at the Weddell House on Friday evening the 7th, William Milford, Esq., was called to the chair, and S. S. Coe appointed secretary. After a statement from the chair of the object of the meeting, on motion by Joseph L. Weatherley: *Resolved*, That the merchants of this city now organize themselves into an association to be called The Board of Trade of the City of Cleveland." Some of the best known of the early members were Joseph Weatherley, R. T. Lyon, Richard Hilliard, L. M. Hubby, Philo Chamberlain, Charles Hickox, Thomas Walton, S. S. Stone, R. K. Winslow, W. F. Otis and Sheldon Pease. The first officers were: Joseph L. Weatherley, president; W. F. Allen, Jr., vice-president; Charles W. Coe, secretary; R. T. Lyon, treasurer. At a later date, we shall see how much has grown from this humble beginning.



JOSEPH L. WEATHERLEY.

The second of Cleveland's medical institutions was formed in 1849, being the Homœopathic Hospital College, the first session of which was held in 1849-50. The faculty was composed as follows: Charles D. Williams, dean; Storm Rosa, A. H. Bissell, Lewis Dodge, H. L. Smith, E. C. Witherell, John Brainard, and L. K. Rosa. The first board of trustees was composed of John Wheeler, Joel Tiffany, Dudley Baldwin, A. H. Brainard, Edward Wade, Thomas Brown, R. F. Paine, Amos

Hutchinson, George King, Benjamin Bissell, Samuel Raymond, Richard Hilliard, L. M. Hubby, Thomas Miller, and A. O. Blair.

The college building, in which this useful institution was first located, was at the corner of Prospect and Ontario streets. It was at this point, in 1852, that considerable damage was done to the building and its contents by a mob of several thousand people, who were incited thereto by stories of stolen bodies being traced to the college dissecting room. The college had an honorable and useful career, not only in connection with its educational work, but through the hospital under its control. The second home of the college was in a church building, formerly owned by the Congregationalists, on Prospect street, a little below Erie street. It remained here for several years, working in connection with the Homœopathic Hospital, on Huron street. In 1890, the college became divided into two schools, one taking the name of the Cleveland University of Medicine and Surgery, with headquarters on Huron street, and the other, the Cleveland Medical College, located on Bolivar street.

The Cuyahoga County Agricultural Society also was formed in 1849, and for a number of years its fairs were held on Kinsman street (now Woodland avenue), and later at Newburg and Chagrin Falls.



## CHAPTER XIV.

### TWO CITIES BECOME ONE.

In a previous chapter, the passage of the banking law of 1845 has been noted in full, with the promise that further information as to the banks of Cleveland formed thereunder would be given at the proper chronological point. Now that this general narration has been carried to the half-century mark, it seems proper to speak more fully of the beginnings of the great financial centers of Cleveland.

The City Bank of Cleveland had its origin in an organization called the Fireman's Insurance Company, to which had been given the power to do a general banking business, but not to issue notes. The City Bank was incorporated May 17th, 1845, with a charter to run twenty years. Reuben Sheldon was elected president, and T. C. Severance, cashier. On the 12th of February, 1865, it closed its business, and opened on the day following as the National City Bank of Cleveland. On January 20th, 1885, its charter was renewed for twenty years.

The Merchants' Branch Bank of the State Bank of Ohio was organized June 25th, 1845, also with a twenty years' charter. P. M. Weddell was chosen president, and Prentiss Dow, cashier. Its successor was the Merchants' National Bank, which was formed on December 27th, 1864, but did not commence business until February 7th, 1865, when the original bank ceased operations. T. P. Handy and W. L. Cutter were re-elected to the respective positions of president and cashier. In that year the bank was made the United States depository for the receipt of public money. The charter of the Merchants' National Bank expired on December 27th, 1884. Its successor, the Mercantile National Bank, was organized December 10th,

1884, and commenced business on the 29th of the same month. This bank soon completed and occupied an elegant new building on "the old corner," where Mr. Handy and the Commercial Bank of Lake Erie joined fortunes in 1832; the old building, which was torn down to give place to the new, having been erected in 1851.

The Commercial Branch of the State Bank of Ohio was organized in September, 1845, with the usual twenty years' charter. William A. Otis was made president, and T. P. Handy, cashier. It opened its doors for business on November 25th, of the same year, in a block on Superior street, near Water street. The Commercial Branch Bank was wound up March 1st, 1865, on the expiration of its charter, and the Commercial National Bank, which had been organized December 1st, 1864, in preparation for this event, assumed the business on the same day. Its charter was renewed in 1884, and the bank was continued with no change of management or of stockholders. In 1869, the Commercial National Bank moved into its own quarters in the National Bank building, which had been jointly erected by it and the Second National Bank, on the corner of Superior and Water streets.

The charter of the Cleveland Society for Savings was issued on April 4th, 1849, and on August 2nd of the same year the new institution was opened for business. John W. Allen was chosen president, S. H. Mather, secretary, and J. F. Taintor, treasurer. In a short time, Mr. Taintor withdrew, and the two offices were combined in Mr. Mather, who spent the remainder of his life in devoted attention to the interests of the society, being its president at the time of his death. While there is much that might be said in high praise of all the banking institutions now under consideration, and while the majority of Cleveland banks have been managed with fidelity, honesty, and satisfactory results to their stockholders, it is permissible to make special reference to this one, which has made a remarkable record—especially as it was founded on what was, in those days, an experiment in western finance. The

Society for Savings differs from most banks and savings and loan associations, in that it has no capital, and that the profits go to the depositors.

Its origin is a matter of more than passing interest. Early in 1849, Charles J. Woolson, the father of Miss Woolson, who has won such deserved fame in literature, was talking with S. H. Mather, then a member of the



SOCIETY FOR SAVINGS BUILDING.

Cleveland bar, and in the course of the conversation, Mr. Woolson suggested to Mr. Mather that an institution modeled after some then in existence in the East, would be a benefit to Cleveland, and especially to its poor. The idea abided with Mr. Mather, and after he had given it proper consideration, he consulted with other gentlemen, and the result was, that a charter was procured and the



bank opened for business. Its beginning was humble. Part of a room, but twenty feet square, in the rear of the Merchants' Bank, was secured, the rest of it being used as desk room by others. The first deposit was made by Mrs. D. E. Bond, in the sum of ten dollars. The business gradually increased, and after the objection the public holds to all experiments, had worn off, the success of the Society was a settled fact. In the fall of 1857, it became necessary to remove to a more commodious building, and that afterwards occupied by Everett, Weddell & Co., on the corner of Bank and Frankfort streets, was secured. In 1867, their first block on the Public Square, which the Society had built, was completed and moved into, and at a later date the magnificent new building projected by the Society on the Public Square, at its junction with Ontario street, was completed and occupied. In a financial sense, the Society was long since counted one of the strongest and most successful of the banking institutions of the West.

The charter of the Bank of Commerce was issued in 1844 or 1845, but no bank was then established. In 1853, it was purchased by H. B. Hurlbut, and the bank set in motion. Parker Handy was chosen president, and Mr. Hurlbut, cashier. In a short time, Mr. Handy resigned, and Joseph Perkins was elected in his place. In May, 1863, it was changed to a national bank, and took the title of the Second National Bank, the law then requiring the use of numerals instead of names. Mr. Perkins and Mr. Hurlbut continued in their respective offices of president and cashier. On the renewal of its charter in 1882, the old name was re-adopted, and it was thenceforth known as the National Bank of Commerce.

In 1851, was formed the private banking house of Wick, Otis & Brownell. The partners were H. B. and H. Wick, W. A. and W. F. Otis, and A. C. Brownell. In 1854, the Wicks purchased the interests of their partners and the name of the house was changed to H. B. & H. Wick. In 1857, Henry Wick bought out his brother, and having

taken his son into partnership, the bank became known as Henry Wick & Co. E. B. Hale opened a private bank in 1852; in 1866, he formed a partnership by the admission of W. H. Barris to the firm, and the name was changed to E. B. Hale & Co. The private banking house of Brockway, Wason, Everett & Co., commenced business in March, 1854. The partners were A. W. Brockway, Charles Wason and Dr. A. Everett. It soon changed to Wason, Everett & Co., on the retirement of the senior partner; and when Charles Wason disposed of his interest and H. P. Weddell was admitted, the firm name became Everett, Weddell & Co. Through financial reverses, it closed up business in July, 1884.

The First National Bank was organized May 23rd, 1863, being one of the first half-dozen that came into life under the national bank law. The new concern was not altogether without a foundation of business in the start, as that of the private banking house of S. W. Chittenden & Co. was transferred to it. George Worthington was the first president, and S. W. Chittenden, cashier. The charter expired in June, 1882, and the bank continued under a re-organization which had occurred on May 13th, 1882.

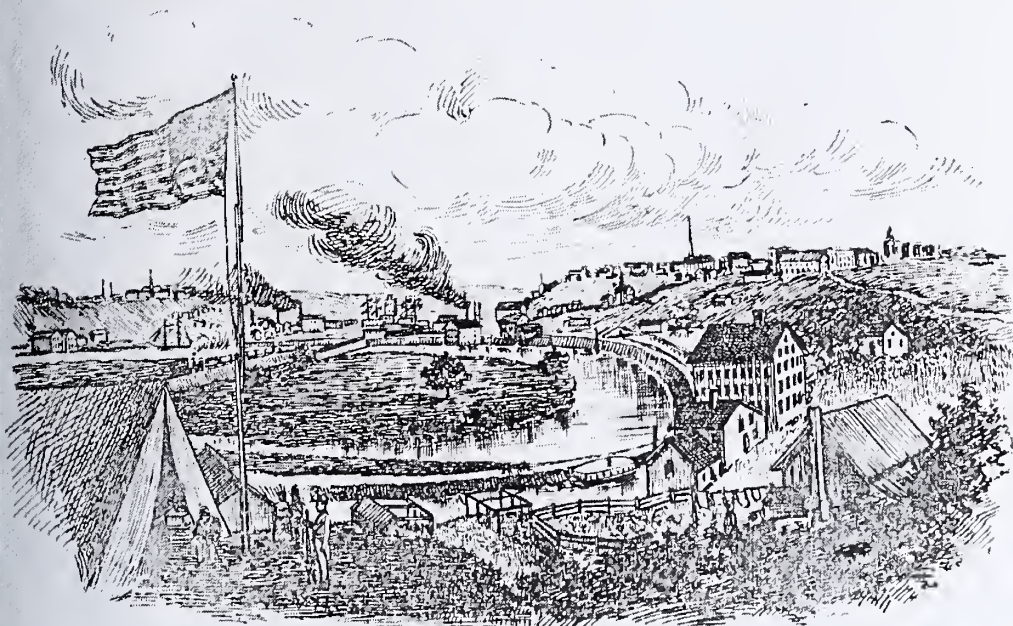
The Citizens' Savings & Loan Association was opened for business August 1st, 1868, with J. H. Wade as president, and C. W. Lepper, treasurer. It was incorporated on the 16th of May of the same year, under an act of the Legislature "to enable associations of persons to raise funds to be used among their members for building homesteads, and for other purposes, to become a body corporate." The Ohio National Bank was organized January 1, 1876. Robert Hanna was the first president. The People's Savings & Loan Association, a West Side institution, was organized on March 2, 1869. Daniel P. Rhodes was made president, and A. L. Withington, secretary and treasurer. The South Cleveland Banking Company was organized in June, 1879; the Savings & Trust Company, May 8, 1883; the Cleveland National Bank, May 21, 1883; the Union National Bank, June 7, 1884.

With the Greater Cleveland of this century-ending decade, has come an increased demand for larger and more extended banking facilities. Capital, and faith in the city's future, have made generous and ample answer. An enumeration of the banking institutions in existence, at the close of 1895, may be made as follows: Broadway Savings & Loan Company, Brooklyn Savings & Loan Association, Central National Bank, Citizens' Savings & Loan Association, Cleveland National Bank, Cleveland Trust Company, Columbia Savings & Loan Company, Commercial National Bank, Cuyahoga Savings & Banking Company, Detroit Street Savings & Loan Company, Dietz, Denison & Prior, Dime Savings & Banking Company, East End Savings Bank Company, Euclid Avenue National Bank, Euclid Avenue Savings and Banking Company, First National Bank, Forest City Savings Bank Company, Garfield Savings Bank Company, German American Savings Bank Company, Guardian Trust Company, W. J. Hayes & Sons, Indemnity Building & Loan Company, Lake Shore Banking & Savings Company, Lorain Street Savings Bank Company, Marine Bank Company, Mercantile National Bank, Merchants' Banking & Storage Company, National Bank of Commerce, National City Bank, Ohio National Building & Loan Company, Park National Bank, Pearl Street Savings & Loan Company, People's Savings & Loan Association, Permanent Savings & Loan Company, C. H. Potter & Company, Produce Exchange Banking Company, Savings, Building & Loan Company, Savings & Trust Company, Society for Savings, South Cleveland Banking Company, State National Bank, Union Building & Loan Company, Union National Bank, United Banking & Savings Company, Wade Park Banking Company, West Cleveland Banking Company, Western Reserve National Bank, Wick Banking & Trust Company, Woodland Avenue Savings & Loan Company.<sup>95</sup>

<sup>95</sup> The subjoined figures, taken from the "Cleveland Plain Dealer," of November 12, 1895, form a fitting comment upon the above list: "By the statement made of the condition of the twelve National Banks, Septem-



It took Cleveland a long time to work up from its first bank to a Clearing House Association. The latter was formed on the 28th of December, 1858, its purpose being "to effect at one place, and in the most economical and safe manner, the daily exchange between the several associated banks and bankers; the maintenance of uniform rates for Eastern exchange, and the regulation of what descriptions of funds shall be paid and received in the settlement of business." The following banks and bankers subscribed to the articles of association: Commercial



"THE FLATS" IN 1857.

Branch Bank, Merchants' Branch Bank, Bank of Commerce, City Bank, Forest City Bank, Wason, Everett & Co., H. B. & H. Wick & Co., Whitman, Standart & Co., and Fayette Brown. T. P. Handy was elected president

ber 28th, 1895, the combined capital stock paid in amounted to \$9,458,250; the surplus to \$2,699,769; the deposits \$24,391,423, and the loans \$27,710,654; and on October 7th, the twenty-six State Banks and Savings Societies showed a combined paid-up capital of \$5,078,960, with surplus and undivided profits \$4,054,877; deposits \$48,691,080, and loans \$34,852,708. Taking the combined deposits of all the banking institutions, as above, the amount reaches the enormous figure of \$73,082,503, which is more than one-third the deposits of all the banks in the State of Ohio."

and W. L. Cutter, secretary. T. P. Handy, Lemuel Wick and Fayette Brown constituted the executive committee.

The banks of Cleveland have had rather less than their share of failures, burglaries and defalcations, although a few relics of that character have been discovered, in this search into the records of the past. The first discovery partakes more of the character of the legendary than of the hard solidity of historic fact. It pictures the senior Leonard Case, in the days when the Commercial Bank of Lake Erie was housed in a portion of his dwelling, sitting on his hearthstone, with a hatchet, ready to brain an industrious burglar who was working his way in with a spade; but, as no use was made of the hatchet, it is to be supposed that this primitive burglar was warned away, or found the task greater than the possible stake. Or, perhaps, the bank broke up before he completed the tunnel, and he desisted, lest possession of the bank should make him responsible for its liabilities.

Of a more definite character is the attack made by determined men on the old Canal Bank, which exploded into thin air, in the early part of November, 1854. Those were exciting times to men who held the paper money then afloat, and who made haste to get rid of it, in fear that it might turn to worthless paper in their hands. So common was the explosion of weak concerns that the "Plain Dealer," in those days of Gray, dug from its cellar a relic of the "Hard Cider Campaign," a cut of a log-cabin being blown up, and published it from day to day over the announcement of each crash. The evaporation of the Canal Bank was not unexpected, and we read in the "Herald" of November 9, 1854, the calm announcement that "the failure of this bank excited no surprise in this city." "During the day," adds this unmoved chronicler, "a crowd was about the door, where a force of police were stationed to prevent any disturbance." The "Plain Dealer" of the same date seems to have found some indorsement of its financial doctrines, in this and like failures, as it treats the Canal wreck in a cheerful strain. It says: "About

the Canal Bank, yesterday, there was not only a large, but a greatly interested crowd. The bill-holders, who got the gold for their notes, were arrayed in smiles, and contrasted, most ludicrously, with the grim-visaged depositors, who got nothing."

Isaac L. Hewitt, H. W. Huntington, and W. J. Gordon were appointed assignees, but objection being raised to Mr. Huntington, he gave place to the late E. F. Gaylord. There seems to have been no headlong rush for the position of assignee, as it was offered in succession to Franklin T. Backus, Philo Chamberlain, H. N. Gates, and George Mygatt, and as often declined. There was great excitement for a few days, and the old men of Cleveland tell the tale in a Homeric strain, wherein lies an intimation that, though these modern days have their share of stirring events, they are not such as saw the fall of Troy, or Dr. Ackley's raid on the outer and inner walls of the Canal Bank vault. But even Dr. Ackley had his predecessor. On the day preceding the failure, a fresh-water captain named Gummage had deposited one thousand dollars, the result of the season's labor and danger on the great lakes. When told that his cash was swallowed up, he became desperate, and proceeded to a desperate remedy. Arming himself, he entered the bank and demanded his money. When it was refused, he said: "It is all the money I own in the world, and I will have it or I will kill you!" He meant what he said and looked his meaning, and his cash was handed over without parley. No one ever proceeded against him, in law or otherwise.

Dr. H. C. Ackley, who was as determined as he was eccentric, had a personal deposit in the Canal Bank, but laid no claim to it in preference over the other victims. He was, however, one of the trustees of the State Insane Asylum at Newburg, and had placed in the bank nine thousand dollars of the public funds. On the announcement of the suspension, he demanded this sum, which he did not get. He hurried to the sheriff's office and swore out a writ of attachment. Sheriff M. M. Spangler pro-



ceeded to the bank, which was located on Superior street, near the American House, in the building now occupied by the "Leader," and took possession. "The keys of the vault being refused him," says the "Herald," "he proceeded to break open the vault. The excitement, both inside and outside the bank, was intense while the work



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proceeded; but, to the credit of our citizens, no signs of riot were displayed. Dr. Ackley has a heavy deposit of his own, but has procured an attachment only on behalf of the State, claiming that unless its money is procured, the asylum at Newburg can not be opened for more than a year, and that during that time one hundred insane patients will be deprived of treatment."

Sheriff Spangler construed his duty to be the getting of the money, and when he found that brick walls and iron doors opposed the entrance of the law, he summoned several stalwart deputies, and, under the guardianship of Dr. Ackley, who is said by ancient rumor to have threatened to shoot the first man who interfered, laid down such lusty blows as had not been heard since Richard of the Lion Heart drove his battle-axe against the castle gates of Front-de-Bœuf. Sledge-hammers swung in the air, and came down on the brickwork with a crash; clouds of lime and mortar filled the room. The population of Cleveland could almost have been enumerated from those who crowded on the scene. The officers and clerks of the bank looked on, helpless to prevent, and in no position to aid. F. T. Backus, a part owner of the building, and the attorney of the bank, rushed in and ordered a halt, on the grounds of trespass. The sheriff replied that he had come for the money, and that it was a part of his offi-

cial oath to get it. The blows still fell, and at one o'clock the outer wall of the vault was broken, and measures set on foot to break into the burglar-proof safe. Trucees were held, from time to time, lawyers rushed here and there, with messages, advice, and papers; but the sheriff knew no law but that of his writ, and had but one purpose, which was to get at the cash. Finally, late at night, to save the safe from damage, the assignees gave up the keys, and the hard-earned money was carried away by the sheriff. There were \$400 in gold and \$1,460 in bills. The one hundred insane of Northern Ohio had their shelter for the year, and, if the stories of the day were well founded, the depositors were not the worse off for it, as very small returns were forthcoming, in settlement of their claims.

Sheriff Spangler, in a personal interview, some years ago, informed me that the excitement was intense, and the affair talked about for weeks afterward. He said that while he was hammering away, he was threatened with prosecution for damages by Mr. Backus, the attorney for the bank, and by its cashier and assignees; but the more they talked, the more determined was he to gain his point.

While Cleveland has been quite successful in the majority of her banking ventures, she cannot be said to have been equally so in connection with the insurance companies, which her citizens have established, from time to time. The main cause for their disappearance may be found in the great Chicago fire of 1871, that bankrupted a number and caused the winding up of others.

As early as 1830, the Cleveland Insurance Company was chartered, with power to do both an insurance and a banking business. Edmund Clark was made president, and S. W. Chittenden, secretary. It was conducted for years exclusively as a banking concern, but reorganized as an insurance company in 1861. It went by the board through the great fire above referred to. The Cleveland Mutual Fire Insurance Company was incorporated in March, 1849, was never very successful, and eventually wound up. In 1851, the Commercial Mutual Insurance Company was

organized, was caught in the Chicago fire, reorganized as the Mercantile Insurance Company, and continued until 1890, when it reinsured in an Eastern concern, and went out of business. The Washington Insurance Company was chartered in 1851, failed, and wound up its career with a number of vexatious lawsuits. The City Insurance Company of Cleveland came into existence in 1854, but had a brief and by no means profitable existence. The German Fire Insurance Company was organized in 1859, and sent suddenly out of existence, because of heavy risks in Chicago. The Buckeye Insurance Company came in 1863, and was wound up in 1870. The State Fire & Marine Insurance Company was organized in 1864, reorganized as the State Fire Insurance Company, and afterwards reinsured its risks and went out of business. The Sun Fire Insurance Company opened operations in or near 1865, made an excellent record, and wound up its affairs in good order. Other companies of a later date were as follows: The Teutonia Fire Insurance Company, organized in 1866, wound up after the Chicago disaster; the Midas Insurance Company, organized in 1866, reorganized as the Forest City Insurance Company, and wound up in 1871; the Allemannia Fire Insurance Company, organized in 1869, made an assignment and went out of existence in 1874; the Hibernia Fire Insurance Company incorporated in 1869, and wound up in 1878; the Residence Fire Insurance Company chartered in 1874, and wound up in 1877. The Board of Fire Underwriters of Cleveland was organized in June, 1846, with the following officers: J. L. Weatherly, president; C. C. Carleton, vice-president; H. F. Brayton, treasurer; George May, secretary. It continued in active existence until 1863, or 1864, when its functions ceased temporarily, or until 1866, when it was reorganized, and has since been in active operation.<sup>96</sup>

<sup>96</sup> Much of the information in the above is taken from an able and extended article in the "Cleveland Voice," of January 11, 1896, entitled "Insurance in Cleveland." The history of all these companies is there given in detail.



The census enumeration of 1850 is a fair point at which to commence the general story of Cleveland for these later years, as it showed the presence of a population of 17,034. This indicated a steady and healthful growth for the ten preceding years. It was a period of present prosperity, and of promise for the future. The lake fleet was at its summit of popularity, and of service as a means of passage, as the railroads had not yet begun to make the destructive inroads of a later day. The stage coaches were kept busy, carrying loads of travelers to and from Cleveland, manufacturers were reaching out and extending, the municipality was in a progressive mood, and Cleveland had earned the right to be called a city in fact, as in name. Some additions, in a material and moral way, that were made during several succeeding years, may be briefly mentioned. The Lake Shore Foundry was established by Mr. Seizer, in 1850, and continued under his management until 1866. The manufacture of organs was commenced by Child & Bishop in 1852, and the concern

became eventually known as the Jewett & Goodman Organ Company. The Third Presbyterian Church was organized, with thirty members, on March 25, 1850, and two years later changed its policy to the Congregational, and its name, to the "Plymouth Church of Cleveland." It was also in, or near, 1850 that a Young Men's Christian Association was organized in this city, and a work commenced that has been productive of increasing good, through all the years that have since passed. Reading rooms were opened on Superior street, and the Association flourished until the breaking out of the Civil War, when a majority



Y. M. C. A. BUILDING, 1875.

of the members answered the call of their country, and the Association passed into suspension, for lack of support. In 1866, the present Association was organized. In 1872, it opened rooms on the north side of the Public Square, and later moved to more commodious quarters on Euclid avenue, near Sheriff street. Still later, it erected and occupied a handsome and commodious building on the corner of Prospect and Erie streets. It has done great good in various ways, not the least of which has been the work among the railway men, and the opening and maintenance of a branch at the Union Passenger Depot.

In accordance with the provisions of the new State constitution, adopted in 1851, the General Assembly passed a law for the organization and government of municipalities within the State, repealing all the charters then in force. The chief change in the local government was the abolishment of the Board of Aldermen, an increase in the number of elected officials, and the establishment of a police court, the duties of which had been previously performed by the mayor.

William Case was elected mayor in 1850, and again in 1851, and Abner C. Brownell in 1852, the last chosen under the old charter. The city election of 1853 was one of unusual importance, as a number of new officials were added to the list of those chosen by the people. A special vote also was taken, to determine whether or not the city should expend four hundred thousand dollars for the erection of water works. Abner C. Brownell became his own successor, and the other officers first chosen under the new charter were as follows: *Police Judge*, John Barr; *Clerk of Police Court*, Orlando J. Hodge; *Prosecuting Attorney*, Bushnell White; *Commissioners of Water Works*, H. B. Payne, B. L. Spangler, Richard Hilliard; *Directors of Infirmary*, Orson Spencer, James Barnett, Alex. W. Walter; *Commissioners of Streets*, A. McIntosh, J. M. Hughes, J. B. Wheeler; *Marshal*, Michael Gallagher; *Auditor*, J. B. Bartlett; *Treasurer*, William Hart; *Solicitor*, James Fitch; *Fire Engineer*, William Cowan; *Harbor Master*, C.

Stillman; *Sexton*, James A. Crow; *Superintendent of Markets*, W. A. Morton; *Scaler of Weights and Measures*, David Shut; *Weigher*, A. Wheeler; *Civil Engineer*, J. W. Pillsbury; *Constables*, W. R. Simmons, John Odell, Barney Mooney, James Hill; *Trustees*, George F. Marshall, James B. Wigham, W. H. Sholl, James Gardner, Robert Reilley, W. J. Gordon, Henry Everett, Richard C. Parsons; *Assessors*, James Whitaker, William Redhead, David Schub, James Proudfoot. On the question of issuing water works bonds, the vote stood as follows:

	<i>For.</i>	<i>Against.</i>
First Ward . . . . .	365	55
Second Ward . . . . .	285	218
Third Ward . . . . .	423	61
Fourth Ward . . . . .	157	265
	<hr/> 1,230	<hr/> 599

The City Council was busy, for some months, in passing ordinances defining the duties of the new officers, and especially those of the newly-created municipal boards. The four hundred thousand dollars of bonds were delivered to the water works trustees, who were directed to go ahead and erect the works as soon as possible.

The first session of Cleveland's Police Court was held on April 17, 1853, in a small back room in the Gaylord Block, on Superior street, between Seneca street and the Public Square. Judge Barr did not occupy the bench, as none had been provided, but took his seat behind a low desk, while Mr. Hodge, the clerk, occupied a similar desk at his right. The first entry upon the record book is as follows: "The State of Ohio, City of Cleveland, S. A.; the Police Court of the City of Cleveland commenced and held in said city, on the 17th day of April, Anno Domini 1853, agreeable to the laws of the State of Ohio. Present his honor, John Barr, judge of the Police Court, C. C.; B. White, Esq., prosecuting attorney of said city; M. Gallagher, marshal of said city. Attest, O. J. Hodge, clerk Police Court C. C." The first case upon the docket was for "getting up a false alarm of fire," while some of the



earlier charges were "immoderate driving in the street," "selling unwholesome meat," "forestalling market," "soliciting guests drunk" and a "breach of the peace by disturbing a ball at Kelley's hall." A new police station house was erected within a reasonably short time, on Johnson street, near Water street, and the Police Court occupied its second story.

The Probate Court of Cuyahoga County came, also, into existence under the new judicial system created by the



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new State constitution. Previous to that time, the probate of wills and settlement of estates had been in the hands of the Common Pleas Court. A remarkable fact may be noted in connection with the office of probate judge—that, in all the years since the organization of this court, it has had but three incumbents. Flavel W. Bingham was elected in 1852, Daniel R. Tilden<sup>97</sup> in 1855, and

Henry C. White, the present able incumbent, in 1887.

The reference made heretofore to Dr. H. A. Ackley's determined and unselfish efforts to secure from the broken Canal Bank the money belonging to the insane of the State, suggests the existence of an institution which in

<sup>97</sup> "The long official life of Judge Tilden, is the most remarkable on record, either in this or any other State. He was, probably, fifty years old when he came to Cleveland. He had been a prominent lawyer in Portage County; had held official position there, and had served in Congress, as far back as when Abraham Lincoln was a member. On coming to Cuyahoga County, he became a partner with Robert F. Paine, for a few years and until his election, in the fall of 1854, to the position which to him proved substantially a life office, at least reaching far beyond that period of life when judges in many States are necessitated to retire, by constitutional limitation."—"Bench and Bar of Cleveland," p. 35. Judge Tilden passed from life in 1890. He was born in Connecticut in 1806, and first came to the Western Reserve in 1828.

those days was in its infancy. On the 30th of April, 1852, the State Legislature passed a law providing for the erection of two additional asylums for the insane, the State then possessing but one, which was at Columbus. An appropriation was made for that purpose, and Prof. H. A. Ackley, E. B. Fee, Daniel B. Woods, Charles Cist, and Edwin Smith were appointed a board of trustees. At a meeting on July 9, 1852, it was decided that one of these institutions should be located in Newburg. An adequate building was erected, and opened for the reception of patients on March 5, 1855. Additions were made in 1860, and again in 1870. By a fire which occurred on September 25, 1872, the greater part of this structure was destroyed, with the records and statistics, and some loss of life. The asylum was rebuilt, as soon as possible, a much finer and larger structure taking the place of the old one. The institution has borne several names, the changes being as follows: Northern Ohio Lunatic Asylum, Northern Ohio Hospital for the Insane, Cleveland Hospital for the Insane, and Cleveland Asylum for the Insane. Charity Hospital also saw its beginning in 1852, under the direction of Bishop Rappe, its building on Perry street being begun in 1863. St. Vincent's Orphan Asylum also was projected in 1852, by Bishop Rappe, and it was in this same year of benevolent work that the foundations of the Cleveland Protestant Orphan Asylum were laid. It was organized on January 22nd, at a meeting held for that purpose in the Stone Church. In April of the same year, the institution was opened in a leased house, on the corner of Erie and Ohio streets. In 1855, the asylum was moved to its newly-erected building on Willson and Woodland avenues, where it remained for over twenty years, and then took possession of its present large and adequate structure on St. Clair street. The measure of its good work can only be found in an enumeration of the thousands of homeless little ones which it has gathered into its protecting fold. Another of Cleveland's active benevolent institutions also

found its origin in 1853, when the Rev. D. Prosser, and others of a like missionary spirit, opened the so-called Ragged School, out of which, in after years, grew the Industrial School and Children's Aid Society and Home.

In 1853, the vessel building interests of Cleveland took a new start, and made a rapid progress. By 1856, a total of thirty-seven new craft was reported, having a tonnage of nearly sixteen thousand. The industry has not only held its own from that day to this, but has grown into a prominent place in the commercial development of the city. Between 1849 and 1869, nearly five hundred vessels of all kinds for lake navigation were built in the district of Cuyahoga, nearly all of which were the production of Cleveland's yards. The rapid growth of the lake business of Cleveland is shown by the records of the Board of Trade, which as early as 1884 gave a total tonnage register of 84,295.

The Western Reserve has been often described as a section of New England set down in Ohio. The ties that bound these western colonies to the parent State in the east were always strong, and even closer ones were woven near the middle of the century, by an increased immigration to Cleveland, from the New England States. It was decided, about this time, to form a permanent association among the New Englanders of the city. Steps toward carrying the idea into effect were taken on December 22, 1853. A meeting was held in the Second Presbyterian Church, where an eloquent address was delivered by Hon. Erastus Hopkins, of Massachusetts. The main portion of the audience then adjourned to the Weddell House, where a banquet was served, after which speeches were made by Mayor Brownell, R. P. Spalding, Hiram Griswold, John A. Foot, Gen. John Crowell, Richard C. Parsons, Rev. F. T. Brown, and others.

Immediate action was not taken, but early in December, 1855, the New England Society of Cleveland was organized, with the following officers: *President*, Benjamin Rouse; *Vice-Presidents*, George Mygatt and Orlando Cut-





"CLEVELAND UNDER THE HILL," 1854.



ter ; *Managers*, Peter Thatcher, Joseph Perkins, Selah Chamberlain, Joseph Masury and John C. Proctor. A constitution was adopted, in which it was declared that the membership should consist only of natives of New England States, or the sons of such natives. Dinners were given, from time to time, the last one being at the Angier House, in 1859. The subsequent history of the Society is thus related by its last treasurer, William Perry Fogg:<sup>98</sup> "Thirty years have passed, and the New England Society still remains but a memory of the generation that is now rapidly passing away. In 1859, the writer, as treasurer of the society, had a balance in his hands of \$111.50. It was deposited by him in the Society for Savings, and on September 18, 1895, he was informed that the amount standing to the credit of the New England Society was \$290.30."

The "memory" to which Mr. Fogg refers became once more an actuality, amid the reviving influences of Cleveland's Centennial year. On December 21, 1895, there was a meeting of those of New England birth, at Plymouth Congregational Church. Speeches were made by Charles F. Thwing, H. Q. Sargent, N. B. Sherwin, M. M. Hobart, F. J. Dickman and R. C. Parsons, and interesting reminiscences were related by L. F. Mellen, Mrs. E. M. Avery, Mrs. B. F. Taylor, Mrs. W. A. Ingham, W. P. Horton and L. E. Holden. Old-time songs were sung by "Grandfather" Snow and "Grandma" Hawley. This meeting was so inspiring that it was decided to revive the old New England Society, and so, on January 1, 1896, it was reorganized, with the following officers: *President*, N. B. Sherwin; *Vice-Presidents*, L. E. Holden, E. R. Perkins, F. C. Keith, M. M. Hobart, F. J. Dickman, William Bingham; *Secretary*, L. F. Mellen; *Treasurer*, S. C. Smith; *Chaplain*, Rev. Livingston L. Taylor; *Trustees*, L. E. Holden, A. G. Colwell, R. C. Parsons, William Edwards, L. F. Mellen, S. C. Smith, M. M. Hobart, W.

<sup>98</sup> "The New England Society of Cleveland—Its Origin and History;" by William Perry Fogg.—"Cleveland Plain Dealer," November 17, 1895.



P. Horton, H. R. Hatch, James Barnett, F. A. Kendall, N. B. Sherwin, I. P. Lamson, H. Q. Sargent, Thos. H. White, J. H. Breck, Mrs. W. A. Ingham, Mrs. C. F. Olney, Mrs. P. H. Babcock, Mrs. Elroy M. Avery, Mrs. E. D. Burton.

By the middle of the century, the city found that it had need of additional burial grounds. Steps were taken to supply that need, and Woodland Cemetery came into existence. Other burial places had already been added, from time to time. Thus the Brooklyn Cemetery Association had been incorporated in May, 1849, and the North Brooklyn Cemetery was opened, on Scranton avenue, between Wade and Seymour avenues. St. Joseph's Roman Catholic Cemetery, on Woodland avenue, opposite Woodland Cemetery, was set aside for burial purposes, by Bishop Rappe, in 1849. A plot of ground to be used as a Jewish cemetery was laid out in 1849, on Willett street, by the Israelitish Church Congregation, and when this society was merged into the Anshe Chesed congregation, this place of burial passed into the control of the latter.

Woodland Cemetery is the largest and most important of any with which the municipality is officially connected. It had been debated, for some time, whether the city should or should not purchase a plot adequate in size to the growing needs of the public, and at a point sufficiently remote from the business and residence sections. This talk began to crystalize into action in 1851, and a definite point was reached on August 19th, when a resolution for the purchase of land was adopted by the City Council. It was introduced by Stoughton Bliss, and directed the mayor, in behalf of the city, to purchase from Benjamin F. Butler "sixty and sixty-two hundredths acres of land, being a part of the Bomford tract, so-called, in the City of Cleveland, . . . on the terms proposed by him, for a public burial ground, or cemetery, of said city." The amount to be paid was \$13,639.50. The resolution was unanimously adopted. On May 18, 1853, George F. Marshall offered a resolution to the effect that

the new grounds should be known as "Woodland Cemetery," which was unanimously adopted, and on June 14th appropriate dedicatory services were conducted.

The later additions to the cemeteries of Cleveland comprise St. Mary's, Lake View, and Riverside. Monroe Street Cemetery became a part of Cleveland on the annexation of Ohio City. St. Mary's, on Clark avenue and Burton street, was purchased by Bishop Rappe and St. Mary's congregation, in 1861, and is used by the German and Bohemian Catholics of the West Side.

Lake View Cemetery, on Euclid avenue, in the extreme eastern limits of the city, belongs to a private corporation, known as the Lake View Cemetery Association. It was laid out in 1869, and covers an area of about three hundred acres. Lying upon a series of high knolls overlooking Lake Erie, with intervening valleys and natural water courses, it has been adorned by the hand of man, so that it stands to-day as one of the most beautiful and picturesque spots in America. Scores of magnificent monuments mark the resting place of Cleveland's dead, while above them the shaft, erected by a grateful and loving people, shows where the martyred Garfield lies in eternal sleep, in the heart of that beloved portion of Ohio where he was born, and in which his early days were passed.

Riverside Cemetery, which overlooks the Cuyahoga River from the South Side, was laid out in 1876, by a company of its lot owners, incorporated under the name of the Riverside Cemetery Association. One hundred and more acres of land were purchased and beautified, and, like Lake View, it has become one of the most beautiful places of burial to be found anywhere in the West.

There have been many happy municipal marriages, but few have been so advantageous to both contracting parties, and followed by such fruitful results, as that concerning which I now speak. Manifest destiny made the Cuyahoga Valley a bond of union, rather than a line of division, between Cleveland and the City of Ohio. That these two civic corporations should become one, was ordained

from the beginning, and it seems incredible, from this later point of view, that there should ever have been opposition to the union from any intelligent source; yet such opposition there was, upon both sides of the river.

A formal protest came from Cleveland in 1850, when A. McIntosh offered a resolution in the City Council, declaring that as "an effort is being made by several individuals to obtain from the Legislature a law annexing Ohio City to the City of Cleveland," the City Council declares that such action "at this time is not desirable, and is not believed to meet the views of our citizens, at so short notice." Five votes were cast in favor of this resolution, and three against it.

The real official commencement of the annexation agitation was in the Cleveland City Council, on August 19, 1851, when Buckley Stedman introduced an ordinance providing for the submission of the question of annexation between Cleveland and Ohio City, to the qualified voters of Cleveland. The measure passed by a unanimous vote. At a meeting held on October 15th, the votes cast at a special election on October 14th were announced as follows:

	<i>For Union, "Yes."</i>	<i>For Union, "No."</i>
First Ward . . . . .	266	277
Second Ward . . . . .	230	337
Third Ward . . . . .	257	184
Fourth Ward . . . . .	97	300
Total . . . . .	850	1,098

The question was, therefore, pretty well settled in the negative, so far as that vote went. In November, 1853, the question again loomed up, when Robert Reilley offered a resolution in the City Council, directing that a committee of three be appointed by the president "to consult with the members of the Ohio City Council, relative to taking initiatory steps towards annexing said city to the City of Cleveland, and report at the next meeting." This was adopted, and Robert Reilley, James B. Wigham and James Gardner were appointed said committee.





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THE CITY OF  
CLEVELAND  
CUYAHOGA CO.  
OHIO  
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CLEVELAND, OH  
About 1853



It took the committee some time to conclude their negotiations, as their report was not forthcoming until February 1, 1854, when the following was presented: "That said committee had a consultation with the Ohio City committee, and that said committees together had adopted the following resolution, to wit: *Resolved*, That we recommend to the councils of the two cities which we respectively represent, to pass an ordinance submitting to the voters thereof the question of annexing their municipal corporations."

On February 2nd, Richard C. Parsons presented an ordinance to provide for a second submission to the qualified voters of the City of Cleveland of the question of annexation. He moved that the rules requiring ordinances of a general and permanent nature to be read on three different days be suspended. This was agreed to, unanimously.

The election occurred on April 3 (1854), the day of the regular city elections, and the result showed that there had been a great change of public opinion since the proposition came up before and was defeated. It was carried, with 1,892 votes for, to only 400 against. Ohio City voted on the same day, with the following result: For annexation, 618; against, 258.

The next forward step by municipal Cleveland, for the union with her neighbor across the river, was taken on June 5th of the same year, when a special meeting was held to consider the report of the commissioners appointed to meet those of Ohio City. Those gentlemen informed the Council that they had "concluded an arrangement with said commissioners for the City of Ohio, providing the terms and conditions on which such annexation shall, if approved by the respective city councils, take place." The agreement they submitted covered a number of points, some of which were as follows:

"That the territory now constituted the City of Ohio shall be annexed to, and constitute a part of, the City of Cleveland, and the First, Second, Third and Fourth wards of the former city, as now constituted, shall consti-



tute the Eighth, Ninth, Tenth and Eleventh wards, respectively, of the last-named city; and the present trustees of said wards . . . shall hold their offices . . . for the terms for which they have been severally elected." It was further agreed that the wards should be so arranged that the people on the west side of the river should have as large a proportion of the number thereof as it had of population, and that the property of each city should belong to the joint corporation, which should be responsible for the debts of both. Ohio City's liability for bonds issued to pay its subscription to the Junction Railroad Company's stock, which were afterwards paid by the sale of the stock, was not included, however; while another exception gave to the original City of Cleveland any surplus it might realize from its subscriptions to several railroads, which surplus was to be expended, under the direction of the trustees representing that district in the new corporation, for park or other public purposes.<sup>99</sup> The commissioners on the part of Cleveland were W. A. Otis, H. V. Willson and F. T. Backus; while those representing Ohio City were W. B. Castle, N. M. Standart and C. S. Rhodes. An ordinance was passed, on the same day, carrying the agreement into effect, and with the passage of a similar measure across the river, the union of the

<sup>99</sup> "It is well known that the city realized a large surplus from its stocks, after the payment of its obligations given therefor, perhaps the only case of its kind in the whole country. In addition to this fund, the city also realized a considerable amount of stock from the sale of its lands north of Bath street, on the lake shore, to these several roads, to which it had given its credit. March 28, 1862, an act was passed by the Legislature, creating a board of fund commissioners, to take charge of this fund. Nothing more need be said of the management thereof, than that from this fund over a million and seven hundred thousand dollars, has been paid to discharge the debt of the city, and over a million still remains (1884) in the hands of the commissioners. It is one of the pleasant recollections of the person who addresses you, that in his official capacity, representing this community, he inserted in his own handwriting, in the original bill as it was passed, the honored names of Henry B. Payne, Franklin T. Backus, William Case, Moses Kelley, and William Bingham, who thereby were made the commissioners of said fund."—Hon. S. O. Griswold, in "The Corporate Birth and Growth of Cleveland."—"Annals of the Early Settlers' Association," No. 5, p. 56.

cities became complete,—that which nature, the needs of commerce, and the development of both, had joined together, no man could thereafter put asunder.<sup>1</sup>

The first regular meeting of the joint City Council, was held on Monday, June 10, 1854. Richard C. Parsons was elected president by a unanimous vote, while J. B. Bartlett was made city clerk. During several succeeding sessions, a large amount of routine business was disposed of, in getting the affairs of the enlarged corporation adjusted, and in disposing of the remnants of business left by Ohio City. Among these, were the excavation and opening of the ship channel, and the improvement of the old river bed. One of the questions soon disposed of was that of securing for the city an abundant and permanent supply of pure fresh water.

We have already seen how a water company was created by legislation, in 1833, with an enlargement of powers in 1850, and, also, how nothing came of the measure. One of the first steps taken in the direction of municipal ownership and control was in 1850, when George A. Benedict, and others, presented a petition to the City Council, urging the propriety of taking immediate steps for the "supplying of the city with wholesome water," and asking that a competent hydraulic engineer be engaged to explore, survey, and estimate the expense of a supply from the Shaker Mill, Tinker's Creek and Lake Erie, and also "the amount of water to be relied upon from each of these sources." In January, 1851, William Bingham offered a resolution appointing the mayor (William Case) and any three citizens he might choose, a committee to report to the Council, at as early a day as possible, a plan for supplying the city with water, and authorizing them to employ competent engineers to assist them in their duties.

<sup>1</sup> A list of the mayors of the City of Ohio may be given here as follows: 1836, Josiah Barber; 1837, Francis A. Burrows; 1838-9, Norman C. Baldwin; 1840-1, Needham M. Standart; 1842, Francis A. Burrows; 1843, Richard Lord; 1844-5-6, D. H. Lamb; 1847, David Griffith; 1848, John Beverlin; 1849, Thomas Burnham; 1850-1-2, Benjamin Sheldon; 1853, William B. Castle.

With that rare judgment and patriotic energy that characterized all his public labors, Mayor Case<sup>2</sup> gave himself to this labor, with a wisdom and a foresight that have been well justified by results. Progress was made quite slowly, however, as October 29, 1852, arrived before a plan was submitted. On that date, Mayor Brownell announced to the City Council that "some two years ago a committee was appointed to examine the subject of supplying the city with pure water; that in the discharge of their duties they had collected many valuable statistics, and were now present with their report."

This was read by Mr. Case, was accepted, and referred to the special committee, with instructions to procure the services of a competent hydraulic engineer to "examine the report, make the necessary survey, and draw plans of the work, to be submitted to the Council at an early day." T. R. Seowden was engaged to perform the designated task. The plans and specifications were finally submitted on March 22, 1853, were adopted, and the committee discharged.

The first board of Water Works Commissioners consisted of H. B. Payne, B. L. Spangler and Richard Hilliard, who were elected under the new laws, at the general election of 1853. We have seen how bonds to the amount of two hundred thousand dollars were voted them, and

<sup>2</sup> William Case, son of Leonard Case, Sr., was born in Cleveland on August 10, 1818. He attended an academic school kept by the Rev. Colley Foster, on Ontario street, and then the preparatory school of Franklin T. Backus. He had hoped to enter Yale, but gave that up to become his father's business assistant. He was fond of hunting and natural history, and was the moving spirit in that little coterie of congenial friends who established the famous "Ark," down on the Public Square. He served in the City Council, and as Mayor of Cleveland gave the city intelligent and patriotic service. He labored in the interest of Cleveland's first railroad, serving as president of the Cleveland, Painesville & Ashtabula Railroad Company. As is above shown, he had much to do with the creation of the city's system of water works. In 1859, he began the erection of Case Hall, but died of consumption in 1862, before its completion. A full and appreciative sketch of the Case family, and its connections with Cleveland, may be found in the Western Reserve Historical Society's Tract No. 79, from the able pen of Hon. James D. Cleveland.



how they were instructed to go ahead with the works. On October 12th, a resolution was passed by the Council, approving the suggestion of the commissioners that the works should be located on the west side of the river, and steps were taken for the appropriation of the needed land. The reservoir on Kentucky street, and the tall tower and pumping house on the lake front, soon stood in evidence



THE CITY HALL.

as to how well the instructions had been carried out. Cleveland was secure in a water supply, and the day of the cistern and town pump had gone by forever.

Among the leading events of a general nature set down to the credit of 1855, was the lease of a portion of the new Jones building, on the southwest corner of the Public Square, for a Council Hall, and for other municipal pur-

poses. Possession was taken in November, and there the municipal headquarters remained, until the lease of the new Case Block, now occupied. In the same year, Cleveland became possessor of its first United States District Court, with Hiram V. Willson as judge; Daniel O. Morton, district attorney; Jabez W. Fitch, marshal; and Frederick W. Green, clerk. Lewis Dibble became chief bailiff, and Henry H. Dodge and Bushnell White, the first United States Commissioners. The opening of this court was the occasion of one of the most notable of the social gatherings of the Cleveland Bar, and has been described<sup>3</sup> as follows: "The first of the series of legal and judicial festivities, within the memory or knowledge of the writer, was a banquet at the Angier House (now Kennard House), in 1855, given by the members of the Cleveland Bar to the gentlemen of the bar of the northern district of Ohio, then in attendance on the United States District Court, soon after the accession of Judge Willson, the first judge of that court. It was a memorable occasion. The appointments of the great dining hall, and the luxuries of the table, were in keeping with the admirable taste of the proprietor, and the fame of the house. The occasion was honored by the presence of Judge Willson, and a very large number of the most prominent lawyers of the several counties comprising the United States judicial district."

In 1856, steps were taken toward enclosing the Public Square, and a committee of the City Council appointed to investigate the legality of such action. They reported favorably, but no action was taken until March, 1857, when fences were erected; and it took legal action and a decision of the court, in 1867, to remove the obstructions, and to establish the legal fact that the highways of Su-

<sup>3</sup> F. T. Wallace, in "Bench and Bar of Cleveland," p. 176. At a date somewhat later than that named above, banquets were annually held by the Cleveland Bar, the first occurring on March 10th, 1880, presided over by Hon. Henry B. Payne. Speeches were made by Martin Welker, R. F. Paine, D. R. Tilden, J. M. Jones, John W. Heisley, John Hutchins, and F. J. Dickman. Similar gatherings were also held in 1881, 1882, and 1883.

perior and Ontario streets must be left forever unbarred to travel, and the use of vehicles and pedestrians. There was great excitement upon both occasions, many opposing the fence in the one instance, and many other its removal in the other.

Steps were taken, in 1856, towards the erection of an adequate market house, and a committee which had been previously appointed reported to the City Council, in December, in favor of the present Central Market grounds, on Ontario and Bolivar streets. The land was purchased and cleared, and the erection and opening of the building soon followed.

The year 1857 was one of importance in this respect, that it saw the practical opening of the iron business, to which Cleveland owes so much, and which has done so much to make this a great manufacturing center. Of the beginnings in this line, Charles A. Otis,<sup>4</sup> a prominent iron manufacturer, has said:



MAYOR F. W. PELTON.

"The first rolling mill at Cleveland was a plate mill, worked on a direct ore process, which was a failure. It went into operation in 1854 or 1855. The mill is now (1884) owned by the Britton Iron & Steel Company. The next mill was built in 1856, by A. J. Smith and others, to re-roll rails. It was called the Railroad Rolling Mill, and is now owned by the Cleveland Rolling Mill Company. At the same time, a man named Jones, with several associates, built a mill at Newburg, six miles from Cleveland, also to re-roll rails. It was afterwards operated by Stone, Chisholm & Jones, and is now owned by the Cleveland Rolling Mill Company. In 1852, I erected a steam forge

<sup>4</sup>Statement in "History of the Manufacture of Iron in all Ages," by James M. Swank; p. 240. Published in Philadelphia in 1884.



to make wrought iron forgings, and in 1859, I added to it a rolling mill, to manufacture merchant bar, etc. The Union Rolling Mills were built in 1861 and 1862, to roll merchant bar iron."

The service rendered by Henry Chisholm to the iron interests of Cleveland cannot be overestimated. By universal consent, he stands at the head of the city's benefactors in this direction. He was born in Scotland, in 1822, and came to America when twenty years of age. He was a carpenter, and followed that trade in Montreal, and in 1850 was engaged in the construction of railroad breakwaters in Cleveland, and soon after settled permanently in this city. In 1857, as above stated, he became a manufacturer of iron in Newburg, building a small mill for the manufacture of bar and railroad iron. In this was found the beginning of the great Cleveland Rolling Mill Company, which only a few years ago was described as employing five thousand hands, consuming annually four hundred thousand tons of coke and coal, and turning out one hundred and fifty thousand tons of finished product, annually. To Mr. Chisholm, more than to any other one man, was due the magnificent success of this great enterprise, and its direct beneficial effect upon the growth and prosperity of Cleveland. "He was among the early ones," says one appreciative student<sup>5</sup> of his career, "to see that steel rails would entirely take the place of iron, and one of the first to make a commercial success of the Bessemer process in this country. But where his signal ability most completely displayed itself was in recognizing the fact that, for the highest prosperity, a steel mill should have more than 'one string to its bow,' and that to run in all times, and under all circumstances, Bessemer steel must be adapted to other uses than the making of rails. Holding tenaciously to this idea, he was the first to branch out into the manufacture of wire, screws, agricultural and merchant shapes, from steel. To the prog-

<sup>5</sup> "The Coal and Iron Industry of Cleveland," by James F. Rhodes.—  
"Magazine of Western History," Vol. II., p. 343.

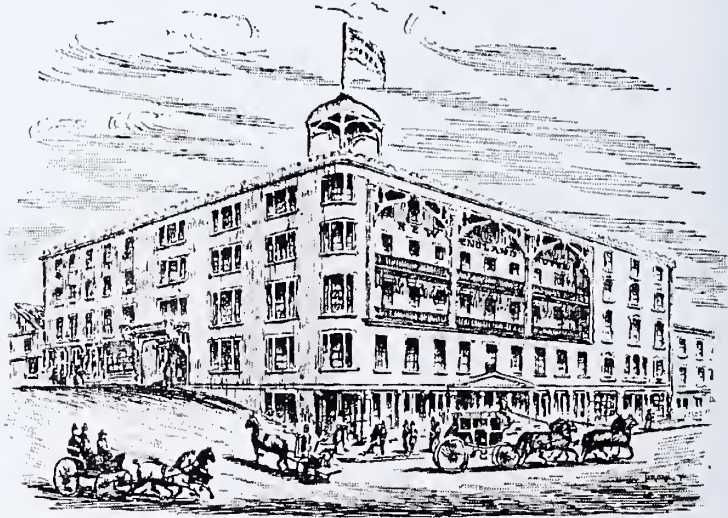
ress in this direction must be imputed a large share of the success of his company, and it further entitles Mr. Chisholm to be regarded as one of the greatest, if not the greatest man, who has been engaged in the Bessemer steel manufacture in this country. It is rare, indeed, that mechanical skill and business ability are united in one and the same individual, and it was to this exceptional combination of talents that Mr. Chisholm owed his more than splendid success. A Scotchman by birth and nature, and loving the poems of his nation's bard with an ardor that only a Scot can feel, he became as thorough an American citizen as if he had drawn his inspiration from Plymouth Rock, and he performed his civic duties with an ever-serene confidence in the merit of our institutions."

While the manufacture of iron in Cleveland could have been carried on to a limited extent, through use of the ores near at home, it was the opening of the Lake Superior iron regions that made the magnificent results of to-day a possibility. There are some, perhaps, who do not realize how Cleveland capital and Cleveland brains assisted in the development of that region, and, therefore, a presentation of the facts that follow seems a matter of necessity.

It was in 1846 that Cleveland parties appeared on the scene and opened the way for the immense business that has grown up between that region and this city. Dr. J. Lang Cassels, of Cleveland, visited Lake Superior in 1846, and took "squatter's possession," in the name of the Dead River Silver & Copper Mining Company of Cleveland—an enterprise in which were many of the men afterwards found in the Cleveland Iron Company. He was guided to the desired location by an Indian, and made the journey thereto and return, from the nearest settled point, in a birch bark canoe. In the following year, he left that country and returned to Cleveland, where he made a mild prophecy as to the mineral wealth of the Superior region, which was received with general incredulity.

The Cleveland Iron Company was formed in 1849, but

did little business in the Superior country until 1853. Its first organization was under a special Michigan charter, but on March 29, 1853, it filed articles of association, under the name of the Cleveland Iron Mining Company, with a capital stock of five hundred thousand dollars. The incorporators were John Outhwaite, Morgan L. Hewitt, Selah Chamberlain, Samuel L. Mather, Isaac L. Hewitt, Henry F. Brayton and E. M. Clark. The office was located at Cleveland, and some of the lands of which it became possessed now comprise the principal part of the City of Marquette. In 1854, the Cleveland Company mined four thousand tons of ore, which was made into



NEW ENGLAND HOTEL, 1854.

blooms at the different forges in the vicinity, and sent to the lower lake points, some of it coming to this city.

This company, from the day of its origin, was looked upon as one of the most solid and important of the commercial concerns of Cleveland. It had much to do with creating and fostering the iron interests of Ohio and Western Pennsylvania. Its first cargo of ore to this point was brought in 1856, and sold in small lots to such parties as were willing to give it an experimental trial.

It should also be said, in this connection, that the first ore from that section was shipped to Cleveland, in 1852,



by the Marquette Iron Company, in a half-dozen barrels, aboard the ship "Baltimore." The low estimation in which this ore was held by this business community during the experimental stages is illustrated by the following incident, related by George H. Ely. He was living in Rochester, New York, where he held the position of president of the Lake Superior Iron Company. A small cargo of ore had been shipped to a Cleveland party, who was unable to pay the freight, and so little commercial value was attached to the iron that the whole cargo was not considered sufficient security for the freight charges, and Mr. Ely was drawn on before they could be paid.

It is almost impossible to touch upon the iron industry of Cleveland without referring, also, to those great resources in the way of cheap fuel, that have made the economical manufacture of iron at this point a possibility. It has been already noted how the first load of coal was hauled about the streets of Cleveland, with no buyers. Little progress in its introduction as a popular fuel, for either house or factory, was made for several years succeeding that early attempt. In 1845, the Brierhill mine was opened, near Youngstown, Ohio, by David Tod, Daniel P. Rhodes, of Cleveland, and a Mr. Ford. In the beginning, they had an output of some fifty tons per week, and the main market was found among the steamers then doing a large passenger and freight business upon Lake Erie. The coal was brought to Cleveland by canal until 1856, when the completion of the Cleveland & Mahoning Railroad expedited its transportation, and gave the trade a great impetus. The completion of the Cleveland & Pittsburg Railroad opened the coal fields of Columbiana County to a market, while the products of the great Massillon mines became available in 1860. The rapid increase of the business may be judged from the following figures: In 1865, Cleveland's receipts of coal were 465,550 tons; in 1884, 1,831,112 tons.

## CHAPTER XV.

### EXPANSION AND GROWTH.

The financial panic of 1857 had a serious effect, to a certain degree, upon the prosperity of Cleveland, but was followed by no such disastrous general wreckage as that of 1837. Happily, there were no failures among the Cleveland banks, the principal effect being a temporary stagnation of business, and the refusal of most people to make investments during the unsettled times. The recovery was general, and by 1860 the business of Cleveland no longer felt the disturbance.

The doctrine of secession, in a local way, was brought up for discussion in 1858, when some twenty-five residents of the eastern part of the city attempted to have that territory detached from incorporated Cleveland and attached to the township of East Cleveland. A petition was sent to the State Legislature, asking for this change. This was met by a remonstrance, which declared that the "proposed dismemberment" was not desired by a majority of the people affected by it, and that the names attached to the petition did not "represent men of wealth and possessions." The measure failed of success.

The growth of Cleveland, and consequently the legal business of Cuyahoga County, had for some time foreshadowed the necessity for increased courthouse facilities, and action was taken in the period now under consideration. It was decided to clear the Public Square permanently of official buildings, and accordingly a new structure and a new site were agreed upon. This latter was situated just north of the northwest corner of the Public Square, on the north side of Rockwell street. On November 10, 1857, the County Commissioners contracted with George P. Smith and James Pannell to erect a sub-

stantial stone edifice, three stories high, at a cost of \$152,500. This building, now called "the old courthouse," filled all the requirements of county business until 1875, when increasing demand for more room was answered by the erection of a large and imposing addition. Ground was purchased on Seneca street, running back to the old building, and a contract let for a new courthouse, at a cost of \$250,000. It was nearly square, run-



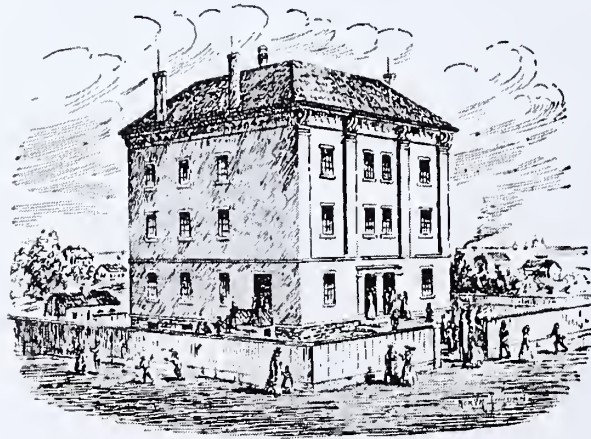
THE PROPOSED NEW COURTHOUSE.

ning seventy feet in each direction, with rooms for various officials and the courts in the Seneca front, and a jail in the rear. A still further increase of facilities was made in 1884, when two stories were added to the old building, at a cost of nearly \$100,000.

The Cleveland schools also, by 1859, had outgrown the methods of management described in a previous chapter, and in the year named the old order gave way to the new.



By special enactment of the Legislature, the election of members of a Board of Education was for the first time placed in the hands of the people, one member being elected from each ward, one-half of the wards electing annually. Although the Board of Education now held the same relation to the people that was held by the City Council, the former was subject to the latter, in several respects. The Council was still required to "provide and



KENTUCKY STREET SCHOOL BUILDING, 1850.

support such number and grade of schools as may be necessary to furnish a good common school education to all the children," and to support two high schools. The Board was required to certify to the Council an estimate of the amount necessary to be raised for school

purposes, but the Council might, at pleasure, levy a tax for an amount greater or less than the amount thus estimated, provided it did not exceed the limit fixed in the general law of the State.

The Board of Education had the management and control of the schools, employed and dismissed teachers, fixed their compensation, and furnished all necessary supplies and apparatus; but could not expend more than fifty dollars for school furniture or repairs for any one school or school building, without first obtaining the consent of the Council. In like manner, the approval of the city legislature was required, in fixing the boundaries of school districts.

In April, 1868, another act was passed "to provide for the support and regulation of the public schools of Cleveland," by which all restraints of the Board of Education on the part of the City Council were removed, saving

one — whenever additional school room was needed, it became necessary for the Board to recommend to the Council the “purchase of proper sites, and the erection of suitable school houses thereon,” and the Council was then required to act on such recommendation, without delay, and, in case of approval, to “provide in such manner as shall seem most expedient such sums of money as may be necessary to carry the same into effect.” This change in legal power gave the Board complete control of the schools, with the right to levy taxes without restriction of the Council, and allowing the latter power only in the purchase of real estate and the erection of buildings.

In May, 1873, a general law was passed by the Legislature, whereby all special enactments pertaining to the management of schools in towns, cities and special districts were entirely superseded. This gave the City Council no voice whatever in school affairs.

The members of the first Board of Education, elected by the people, were as follows: Charles Bradburn, Allyne Maynard, Charles S. Reese, William H. Stanley, Nathan P. Payne, W. P. Fogg, Lester Hayes, J. A. Thorne, F. B. Pratt, Daniel P. Rhodes and George R. Vaughn.

The dawn of 1860 found the school system of the city in a shape that produced good results for the present, and offered larger rewards for the future. The schools on both sides of the river had been consolidated, a board elected by the people was in control, a superintendent gave his whole time to oversight, a high school was in progress upon the east side of the river, and another on the west side. During the War of the Rebellion, and running on up to 1865, the schools kept growth apace with the rest of the city, but during that period little was done in connection with them which is of general historical interest.

The incumbent of the office of school superintendent from 1863 to 1866 was Anson Smyth. In the year last named, he was succeeded by Andrew J. Rickoff. In 1867, when East Cleveland was annexed, its schools came under



control of the city. In 1868, supervising principals were appointed, to give immediate direction to the teachers in the grammar and primary departments. Consequent on this change, women principals were placed in charge of the various school buildings, in place of men, as had been the custom at an earlier date. In 1870, the study of German was introduced. In 1874, a normal school was estab-



THE CENTRAL HIGH SCHOOL BUILDING.

lished, for the instruction of those who desired to become teachers. In 1877, the Board of Education contracted for the erection of a new high school building on Willson avenue, near Cedar avenue, and, when completed, it was rightly regarded as one of the finest structures of its kind in Ohio.

A notable and suggestive feature of 1859 was the organ-





Northrup

THE PUBLIC SQUARE, 1873.



ization of Cleveland's first street railway — the East Cleveland Railway Company — and in 1860 the road was opened for business, between Bank street and Willson avenue. On the 6th of October of that year, the president of the company, Henry S. Stevens, in presence of a number of gentlemen associated with him in the enterprise, broke ground at the eastern terminus, and then "invited the stockholders and patrons present to meet at the other end of the route, near Water street, three weeks from that day, to celebrate the completion of the first street railroad in Cleveland, and in the State." In 1863, an extension was completed through to East Cleveland, and five years later the branch line on Ohio and Garden streets was set in operation. The Kinsman Street Railway Company, with a line running from Bank street out Kinsman street (now Woodland avenue), was also organized in 1859, and a portion of the line built. The West Side Railway Company came into being in 1863, and during the year following, a route was opened over Detroit street. The Superior & St. Clair Street Railway Company was organized in 1867, the Rocky River Railroad Company in 1868, the Broadway & Newburgh Railway Company in 1873, the South Side Railway Company in 1874, the Woodland Hills Avenue Railroad in 1874, and the Superior Street Railway Company in 1875. Among these pioneer organizations in the street railway system of Cleveland were several that had a great influence in developing Cleveland, and in placing her business and manufacturing districts in touch with the residence portions. To these lines, more than to anything else, perhaps, is due the fact that Cleveland is a city of homes, and that somewhere within reach of daily business or employment can be found a location for home-owning and home-building that is not beyond the financial means of the most humble laborer. A city in which the great majority are their own landlords, is built upon a rock of stability that nothing can shake.

Carrying this record down to the present day, we find



that the street railway system of Cleveland received a great impetus in 1879, when Tom L. Johnson came to the city. At that time, the Brooklyn Street Railway, always an unfortunate property, was in sore straits. Mr. Johnson bought it for a song, and at once infused live business methods into its management. He gave it a double track on Pearl street, obtained the right, a little later, to bring it across the Viaduct to the Public Square, and finally, in 1883, extended it by way of Scovill avenue to Woodland Cemetery. He also gave it branches on both sides of the river—one on Clark avenue, from Pearl street to the C. C. C. & I. Railroad tracks, the other on Willson avenue, from Scovill avenue to Beyerle Park, in Newburg. Transfers were given when desired, and the fare for the entire trip was reduced to five cents. In 1885, Mr. Johnson bought the South Side Railway, and, modernizing its equipment and service, made it a part of his system. It had been operated with cars of a primitive make. When the Central Viaduct was completed, the route of the South Side line was changed, and the hilly road on Jennings avenue and Seneca street abandoned. In 1889 and 1890, the present Scranton avenue line, running from Superior street through Seneca street and Scranton avenue to Clark avenue, was built.

These aggressive tactics naturally stirred the rival roads to action, and their managers met the Johnson improvements promptly. In 1875, the East Cleveland Railroad Company had experimented with the Knight-Bentley system, one that employed a conduit, on its Garden street line, east of Willson avenue, but with no success. No further attempt to use electricity was made until 1888, when the same company adopted the trolley system on its Euclid avenue line, east of Willson avenue. Later in the year, the line was electrically equipped to the Square, and its adoption on all the lines of the company soon followed. The Brooklyn Street Railroad Company adopted electricity as its motive power in June, 1888, and the Broadway & Newburgh Street Railway Company followed suit, in

a few months. The expense of changing the motive power of the various roads to electricity was very great, because it rendered useless their old rolling stock, and demanded heavier and more expensive rails. According to the companies, the expenses of operating were decidedly increased, but they admitted a profit from the augmented traffic attendant upon the improved cars and service.

The Superior Street Railroad, which was first operated in September, 1874, was extended, in 1885, along Payne avenue, from its intersection at Superior street to Russell avenue, by way of Willson and Lexington avenues. The next year it was extended along Hough avenue, to Wade Park, its present eastern terminus. In 1889, the Superior and the Payne lines, previously operated by horse-power, were converted into cable roads, at an enormous expense, the time occupied in the operation being two years. At this time, the Cleveland City Cable Railway Company was organized. It purchased the Superior and Payne lines, also the St. Clair Street Railway. This last was equipped with electricity, and extended out St. Clair street to Glenville, taking the place of the old Glenville road.

In 1885, the old Kinsman Street Railroad, then known as the Woodland Avenue Railroad, and owned chiefly by Stillman Witt and D. P. Eells, was consolidated with the West Side Railroad Company, and the combined line was known as the Woodland Avenue & West Side Street Railroad Company. No change of passengers was made at the Square,—cars ran the entire length of the line. In 1893, having seen the benefit of consolidation, proposals were made by this company to the Cleveland City Cable Railway Company, looking to a combination of the two properties. The bargain was completed in June, 1893, and the new company named the Cleveland City Railway Company.

In April of the same year, 1893, the Cleveland Electric Railway Company was organized, by the consolidation of the East Cleveland Street Railroad Company, the Broad-

way & Newburg Street Railroad Company, the Brooklyn Street Railroad Company, and the South Side Street Railroad Company. The East Cleveland Street Railroad Company, it may be stated, then consisted of four lines, the Euclid avenue, the Central avenue, the Cedar avenue (built in 1882), and the Wade Park (built in 1889). These consolidations placed the street railway traffic of the city in the hands of but two companies. They operate about one hundred miles of double tracks, embraced in twenty-three different lines. Of these, the Cleveland City Electric Railway Company operate seventeen lines; the remaining six are the property of the Cleveland City Railway Company.

An event which caused great excitement in Cleveland, in 1859, was the trial of the Oberlin-Wellington rescue cases, in the United States Court, in this city. The trouble had occurred in the places named, but, as the whole matter was transferred bodily here, at a time when feeling on the slavery question was running at its highest, some reference thereto seems not only proper, but necessary. In 1856, a number of slaves held by John G. Bacon, of Kentucky, escaped, and started for the North. Among them was one named John, and, in 1858, word reached Bacon that the runaway could be found near Oberlin, which was then the center of Ohio Abolitionism. An agent, named Anderson Jennings, was sent to Oberlin, to claim and carry back the fugitive. He succeeded in making the capture, and started south with his man, but at Wellington, on September 15th, was surrounded by a mob of perhaps a thousand men, who rescued the slave, and sent him on the way to certain liberty. An appeal was made to the United States courts, and in December, 1858, indictments were returned against twenty-seven of the leading residents of that section of Ohio.

They were brought to Cleveland, and on April 5, 1859, one of their number, Simeon Bushnell, was put on trial. Intense excitement was caused, not only in this city, but all through Northern Ohio, while the proceedings were



watched from all parts of the country. Judge H. V. Willson occupied the bench, and George W. Belden was the district attorney. George Bliss assisted in the prosecution, while the defense was represented by a remarkably strong array of talent — R. P. Spalding, F. T. Backus, A. G. Riddle and S. O. Griswold. The offense charged was "rescuing a fugitive from service," and evidence of the clearest character was shown to prove the guilt of the accused, under the laws then existing. The trial lasted ten days, a verdict of guilty was rendered, and the sentence was a fine of six hundred dollars, with sixty days' imprisonment in the county jail. The other cases were disposed of with fines and imprisonment for some, and dismissal in the case of others. The indignation of the public was great against the laws that made such convictions possible, and the trials greatly increased the feeling against slavery in this community.<sup>6</sup>

The chief event of local interest connected with 1860 was the erection and dedication of the monument to Commodore Oliver Hazard Perry, in commemoration of his decisive victory in the battle of Lake Erie.<sup>7</sup> The idea of this grateful tribute originated with Harvey Rice, then a member of the City Council, who, in June, 1857, introduced in that body resolutions in relation to the subject. A select committee of five were empowered to contract for the erection of a monument to Perry, "in commemoration of his heroic services, in achieving the victory on Lake Erie, in the year 1813." To meet the expenses, the committee were authorized to solicit subscriptions from

<sup>6</sup> The complete history of these cases has been published in a volume long out of print, entitled: "History of the Oberlin-Wellington Rescue," compiled by Jacob R. Shipherd, with an introduction by Henry E. Peck and Ralph Plumb. Boston, 1859. Information of value may also be found in "The Underground Railroad," by James H. Fairchild, ex-president of Oberlin College.—Western Reserve Historical Society's Collections, Vol. IV., Tract No. 87, p. 112.

<sup>7</sup> A full account of this event may be found in a publication ordered by the City Council, entitled: "Inauguration of the Perry Statue, at Cleveland, on the 10th of September, 1860; including the Addresses, and other Proceedings." Cleveland, 1861.

the citizens. The resolutions were unanimously adopted, and the following gentlemen were named as that committee: Harvey Rice, O. M. Oviatt, J. M. Coffinberry, J. Kirkpatrick and C. D. Williams.

On the 14th of October, the committee contracted with T. Jones & Sons, of Cleveland, to erect the monument. They agreed to do the work for six thousand dollars (increased somewhat thereafter), for the payment of which

they were willing to rely on the voluntary subscriptions of the citizens of Cleveland, "taking the risk of obtaining the required amount on themselves."<sup>8</sup>

Arrangements were made with William Walcutt, to design and model the statue. The marble was shipped from Italy, and the work done in Cleveland. The pedestal was constructed of Rhode Island granite, twelve feet high, while the figure was to be eight feet and two inches high, so as to appear life-size to



THE PERRY MONUMENT.

the eye, when placed upon the pedestal, making the entire height of the monument, including the base, twenty-five feet.

The day set for the unveiling and public inauguration,

<sup>1</sup> Five thousand dollars were raised by public subscription, and the sum of three thousand and eight dollars appropriated by the City Council, from the city treasury, to make up the deficiency.

was September 10, 1860, the forty-seventh anniversary of Perry's victory. Formal invitations were extended, on behalf of the city, to the governor and other State officials of Rhode Island—where Perry was born, and whose soil contained his remains,—to be present and assist in the exercises. The Governor of Ohio, and other distinguished gentlemen, were also invited. It was ordered by the City Council that the statue should be placed in the center of the Public Square, at the intersection of Ontario and Superior streets.

Governor Sprague, and the other officials of Rhode Island, arrived in the city on September 8th, and were escorted to the Angier House by the Cleveland-Grays and Light Guard, and also the Wayne Guards, of Erie, Pa. A speech of welcome was made by William Dennison, Governor of Ohio, and was responded to by Governor Sprague.

The 10th was ushered in by the ringing of bells, the firing of cannon, and other demonstrations of public joy. Streams of visitors, to the number of one hundred thousand, poured in from all directions. A procession of imposing length and character was formed, and reached the Public Square at one in the afternoon. "A large area"—I quote from the record above referred to—"had been roped off, in the center of which was the statue, on a green mound, enclosed by an iron railing. To the west of the statue was placed a large platform, capable of holding several hundred persons. This was appropriated to the invited guests. A smaller raised platform, in front, was for the speakers, and survivors of the battle. Immediately in front was a lower platform, excellently arranged, for the convenience of reporters. The statue was veiled with the American flag."

The exercises were opened with prayer, by Rev. Dr. Perry, one of the relatives of the Commodore. The sculptor, Mr. Walcutt, then entered the enclosure and removed the flag, amid the cheers of the assembled thousands. He followed with brief remarks, and the speech of presenta-



tion to the city was then made by Harvey Rice, chairman of the monument committee, who was responded to by Mayor Senter.

Hon. George Bancroft, orator of the day, was next introduced, and spoke with that rare eloquence and patriotic thought that characterized all his public efforts. A series of reminiscences were given by Dr. Usher Parsons, surgeon of Perry's flag-ship "Lawrence," and a brief speech was made by Captain Thomas Brownell, pilot of the "Ariel," which took part in the same battle. Oliver Hazard Perry, the only surviving son of the Commodore, was then called upon, and responded. The monument was then dedicated by the Masons, according to their ritual, and an ode sung by Ossian E. Dodge, the celebrated vocalist.

A mock battle on the lake, in which the main events of the great struggle of 1813 were reproduced, succeeded the inauguration ceremonies, while a Masonic banquet, at the Weddell House, was given in the evening. A reception by the governors of Ohio and Rhode Island, and a farewell dinner, were among the later features of one of the greatest, most patriotic and successful events of a public character that has been anywhere recorded in the long and eventful history of Cleveland.

Things of tremendous moment followed swiftly upon this patriotic endeavor to do honor to a hero of a war that meant so much for the preservation of the American nation; and the people who listened to the stirring speeches of this day of celebration, were soon put to a supreme test of patriotic devotion, to a cause as great as that for which Perry fought.

The great political contest of 1860, the election of Lincoln, and the signs of trouble that overcast all the horizon to the southward, belong to the history of our country, and cannot be related here. There was no section of the whole great, willing, patriotic and enthusiastic North that responded to the call of the Union for defense and support more readily and willingly than Cleveland, and that por-

tion of the West of which it is the metropolis. This was not a spasmodic effort, in the first burst of enthusiasm, but was continuous all through the war.

An event occurred in the early days of 1861 that served to increase the popular detestation of slavery, and the feeling against those by whom it was supported. This was the capture, in Cleveland, of a runaway slave-girl named Lucy, and her return to bondage, only a few weeks before the guns of Sumter sounded the knell of the system of which she was a victim.

Early on the morning of January 19, 1861, a posse of United States officers, under the leadership of Seth A. Abbey, a deputy United States marshal, entered by force the residence of L. A. Benton, on Prospect street, and arrested this young mulatto girl, who had been employed as a domestic, and who was claimed by William S. Goshorn, of Wheeling, Va., as an escaped slave. She was locked up in the county jail, and as soon as news of the arrest spread throughout the city, excitement rose to a white heat. A great mob gathered about the jail, threatening to set the prisoner at liberty by force. An application for a writ of *habeas corpus* was made by R. P. Spalding, A. G. Riddle and C. W. Palmer, acting in behalf of the girl.

The writ was passed upon by Probate Judge Tilden, on the morning of January 21st. He decided that the sheriff, an officer of the county, had no right to hold her, and ordered her release. She was taken in charge by the United States marshal, who was compelled to swear in a hundred and fifty specials, to assist in the preservation of the peace. The girl, with difficulty, was taken to the United States building, and but little would have been necessary to precipitate a bloody riot. Her case was heard before United States Commissioner White, and it was shown that, under the United States laws then existing, the defense had no shadow of a case — all that her able attorneys could do, was to make those laws and their execution, odious in the eyes of the public. She was awarded to the control of the slave-holder. An attempt was made

by benevolent persons in Cleveland to purchase her freedom, but the owner, although offered double her value in the market, refused to sell her, and persisted in carrying her back to Virginia. She was taken to the train by an armed guard, and her owner succeeded in getting her safely to Wheeling. It is said, with probable truth, that

this was the last slave ever returned to the South, under the fugitive slave law.<sup>9</sup>

The excitement attending this case, had hardly died away before the people were aroused to new fervor by a visit, on February 15, of President-elect Lincoln, who was *en route* to Washington, to be inaugurated to the office of President. His reception was enthusiastic, thirty thousand and more people turning out in a storm to meet him; a great procession escorted him to his hotel, while business blocks and residences were covered



SOLDIERS' MONUMENT IN WOODLAND CEMETERY.

with flags, and other patriotic insignia.

When the call for aid came from this same President,

<sup>9</sup> The law-abiding spirit in which the anti-slavery people of Cleveland accepted the decision of the law, is well shown in the remarks made by Judge R. P. Spalding, when he saw that the surrender of the girl was inevitable. Said he: "I am constrained to say that, according to the law of slavery, the colored girl Lucy does owe service to William S. Goshorn, of Virginia. Nothing now remains that may impede the performance of your painful duty, sir, unless I may be permitted to trespass a little further upon your indulgence, and say to this assemblage, we are this day offering to the majesty of constitutional law, a homage that takes with it a virtual surrender of the finest feelings of our nature; the vanquishing of many of our strictest resolutions; the mortification of a free man's pride, and, I almost said, the contraventions of a Christian's duty to his God. While we



some weeks later, the answer, so far as Cleveland was concerned, was immediate and effective. A mass meeting was called in Melodeon Hall. General Jabez Fitch, General John Crowell, Hon. R. P. Spalding, and Hon. D. K. Cartter spoke. Two days later, the Grays departed, in answer to the President's call for men. Camp Taylor was established, and the city took on a military air. On May 3rd, a conference of the governors of Ohio, Pennsylvania, Wisconsin, Michigan and Indiana was held at the Angier House, to concert measures for the defense of their country. On the 6th of the same month, the Seventh Regiment departed; on the 14th, the Lincoln Guards were organized; in November, the Forty-first Regiment marched away with flying colors. The Home Guards were organized; clerks, merchants, bankers, laborers, all urged by the same patriotic impulse, drilled side by side, that they might be ready, if the need arose.

To write a history of the soldiers, the companies, the regiments, that Cleveland sent into the field, would more than fill a volume of this size. To tell that story in a few pages, would be unjust, and so far inadequate that it were better unattempted. The city and her sons covered themselves with glory, upon nearly every field where our flag was carried; hundreds of them gave up their lives in their country's defense; many names that Cleveland will long remember, were written upon the tablet of fame. The enduring monument that has been erected, in the very heart of our city, is but a feeble reminder of the love and gratitude in which these brave sons of Cuyahoga are held.<sup>10</sup>

do this, in the City of Cleveland, in the Connecticut Western Reserve, and permit this poor piece of humanity to be taken, peaceably, through our streets, and upon our railways, back to the land of bondage, will not the frantic South stay its parricidal hand? Will not our compromising Legislature cry: Hold, enough!"

<sup>10</sup> That "roll of honor" has been at last recorded in an enduring form. Those who would read it in its entirety, are referred to the following work for detail: "History of the Cuyahoga County Soldiers' and Sailors' Monument," by William J. Gleason: published by the Monument Commission,

Not alone by the sending of her sons to the front, did Cleveland show her patriotism. In many ways, those at home gave of their labor and substance to carry on the good work for the Union. The women of Cleveland were the first to make use of such opportunities as presented themselves. Five days after the call for troops, on April 20th, they assembled to offer their services, wherever they could be used. The Ladies' Aid Society was organized. It soon became the head and front for work of this character, through all this section, and was known as the Soldiers' Aid Society of Northern Ohio. Subordinate societies were organized in all directions. By the 1st of July, 1862, three hundred and twenty-five societies had been



HOSPITAL CAMP, CLEVELAND.

organized as its branches. Contributions poured in from all directions, and a steady stream was sent southward, for the help and comfort of the soldiers in the field. In February, 1864, the Northern Ohio Sanitary Fair was organized under the management of the society. An immense structure was built on the Public Square, and so successfully was the fair managed that the receipts were about one hundred thousand dollars, with not over one-fourth of that sum for expenses. The work was carried on until Cleveland, 1894. In this work, Major Gleason has most patriotically and ably done for the Cuyahoga soldier and sailor that which has never been done before; that no one need attempt again. Most of the regiments represented have published histories of their own, from time to time, which can be found on the shelves of the Western Reserve Historical Society.

the end of the war, with a vigor and patriotism that shed honor, for all time, upon those who were connected therewith. The city naturally felt the effects of the war, in common with all the country, but met with no great reverse or disaster because of it. Municipal and business affairs were carried on as of old.

Attention should now be turned to various matters of general interest. The discovery of oil in Western Pennsylvania attracted the attention of Cleveland speculators and capitalists, and before long a number of small refineries were in operation in this city. Among them was a small firm, formed in 1861, by John D. Rockefeller and Henry M. Flagler, which grew by push and absorption of its rivals until 1870, when a stock company was formed, under the name of the Standard Oil Company, which made this city its headquarters, and before long controlled the oil trade of the country.<sup>11</sup>

The size and importance of the city now demanded that a better and more adequate fire department must be furnished, as the old volunteer system had been far outgrown. It was decided by the City Council, in 1863, to reorganize

<sup>11</sup> The original board of directors of this now mighty corporation, with a capital stock of \$97,500,000, was composed of John D. Rockefeller, Henry M. Flagler, Samuel Andrews, Stephen V. Harkness, and William Rockefeller. Its capital was fixed at \$1,000,000, in shares of one hundred dollars each. Some idea of the extent to which the oil interests had grown, even as early as 1884, may be gained from a glance at the Board of Trade report for that year, where these figures may be found. The capital invested in the manufacture of oil in Cleveland was \$27,395,746. There were 86 establishments, employing 9,869 hands, whose aggregate wages amounted to \$4,381,572. The establishments used raw material, to the value of \$34,999,101. The cost of the crude petroleum, which amounted to 731,533,127 gallons, was \$16,340,581; while \$11,618,307 was paid out for barrels, \$2,792,997 for tin cans, \$906,911 for cases, and \$645,412 for bungs, paint, glue, etc. The balance of the cost on account of raw material, was for fuel and chemicals. The aggregate value of the products obtained from crude petroleum was \$43,705,218; of which sum illuminating oils furnished \$36,839,613. The remaining \$6,865,605 was divided among other products. "It is estimated," says the report, "that 3,179,263 barrels of crude oil were refined here during the past year, 75 per cent. of which was made into refined oil, 15 per cent. into gasoline, naphtha and kindred products, and 7 per cent. into lubricating oil, paraffine, etc. The other three per cent. was the loss in the refining process."



the department and place it upon a paid basis. The first Council Committee on Fire and Water was appointed in January of that year, and consisted of J. D. Palmer, J. J. Benton and William Meyer. During April, an ordinance was passed, creating a paid steam fire department. Meanwhile, three steamers had been bought, the first of which had been placed in service December 17, 1862; two others in February, 1863, while a fourth was purchased in June of the same year. The chief engineer at this time was James A. Crow. The steamers were honored with the following appellations: No. 1, I. U. Masters; No. 2, J. J. Benton; No. 3, William Meyer; No. 4, J. D. Palmer. *Ma-zeppa* Hook and Ladder No. 1. In 1864, another steamer (N. P. Payne) was added, and the three remaining volunteer companies disbanded. By the spring of 1865, the city was in possession of five fully-equipped engine companies, with hose reels attached to each, and one hook and ladder truck. The companies were located as follows: No. 1, Frankfort street; No. 2, Champlain street; No. 3, Huntington street; No. 4, Church street; No. 5, Phelps street; Hook and Ladder with No. 1, on Frankfort street. The entire force numbered fifty-three men, one chief engineer, five captains, five engineers, five firemen, eleven drivers, twenty-five pipemen and one tillerman.

Step by step the efficiency of the department was increased. Fire hydrants and reservoirs increased in number. A fire alarm telegraph service was added in 1864. Little further was done in way of fire legislation until 1867, when the City Council passed an ordinance which created the offices of first and second assistant engineers. The steamer "*James Hill*" was added in the same year, and other engines, companies, and engine houses were created, from time to time, as the growth of the city rendered necessary. In 1872, a Protection Company was added to the service, with four men, and a wagon fully equipped with canvas covers, etc., to be used for the protection of goods and household furniture. In 1864, James

Hill became chief of the department; he was removed in 1874. John A. Bennett, first assistant chief, was then promoted to chief, and he, in turn, was succeeded by James W. Dickinson, then assistant, in 1880. In 1886, Cleveland's first fire-boat, the "Joseph L. Weatherly," was built and placed in service upon the river.<sup>12</sup>

By an act of the Legislature, passed on April 29, 1873, the management of the department passed into the hands of a Board of Fire Commissioners, composed of five members, to hold for a term of five years. This was amended in March, 1874, and the board made to consist of the mayor of the city, the chairman of the City Council Committee on Fire and Water, and three citizens, who should be nominated by the mayor, with the approval of the Council. The first board consisted of Charles A. Otis, mayor; A. T. Van Tassel, chairman of the Council Committee; H. D. Coffinberry, W. H. Hayward, and H. W. Luetkemeyer. Under the changes made in the form of municipal government — to be related under a later date — the management of the department passed into the hands of a director of fire service. The extent to which the department has grown, may be understood from the following figures, taken from the annual report of the department, made in the beginning of 1895, for the preceding year: The loss from fires during the year amounted to \$592,714.90, which was over one million less than in 1892, the reduction being largely due to the increase in the number of engine houses. The department answered 1,000 alarms. New buildings had been erected in the city to the number of 2,622, at an estimated cost of \$4,171,690. During 1894, there had been added to the service three new hook and ladder companies, four new engine companies, one water tower, and the new fire-boat

<sup>12</sup> For some of the facts in the above, the writer is under obligations to the "Fire Service of Cleveland," published in 1889, by the Firemen's Relief Association. The detailed history of most of the fires of Cleveland, with losses, etc., is there furnished, with much other valuable information, for which room can hardly be found in this work. As a work of reference, it is of no small value.

"John H. Farley." The fire boat "J. L. Weatherly," heretofore described, had been replaced by a new boat, "The Cleveland." There were 352 men employed by the department proper, with 8 additional serving as building inspectors, electrician, etc. The apparatus in actual service consisted of 20 steam fire engines, one fire-boat, twenty-two hose wagons, two hose carriages, nine hook and ladder trucks, one aerial ladder, one water tower, four two-wheeled chemical engines, seven officers' buggies, one director's buggy, one boiler inspector's two-wheeled cart, two telegraph wagons, one telegraph pole truck, eighteen exercise wagons, and three delivery wagons. These figures suggest that Cleveland has, indeed, traveled a long distance, in the way of fire service improvement, since those early days when the irate taxpayers criticised the expenditure of a few hundred dollars, for the purchase of one little hand-engine.

Returning once more to the general narrative, we find the spring of 1865 bringing to Cleveland, as to the entire land, a great joy and a great sorrow — the triumphant end of the war, and the martyrdom of Abraham Lincoln.

The wild joy over the victory was tempered with sorrow for the loss; and when the body of Lincoln, on its last homeward journey, lay in state in the city, all classes united to do honor to his memory, and the whole city draped itself in mourning, and gave no thought to pleasure or business, until the sacred form had been carried on to its last resting place.

The growing importance of Cleveland, as a manufacturing point and center of distribution, was emphasized by the Board of Trade, in 1866, in the publication, for the first time, of anything like a detailed statement of the amount of business done here in any one year. The figures here given for 1865 are taken from that work,<sup>13</sup> and their presentation at this point seems especially pertinent,

<sup>13</sup> "Annual Statement of the Trade, Commerce, and Manufactures of the City of Cleveland, for the year 1865." Reported to the Board of Trade, by J. D. Pickands. Cleveland, 1866.



as the real revival after the war had just commenced, and Cleveland was placing her foot on that ladder of successful manufacturing that has carried her up to such wonderful things.

Taking up the general results, as presented in these reports, we find that the amount of coal shipped to this market during the five preceding years had varied from 400,000 to 900,000 tons; the total for 1865 was 465,550 tons. The aggregate value of the iron ore trade for the year was \$1,179,200. Of pig iron and scrap, there were sold and used here about 23,000 tons, of a value of \$1,051,000. Of pig iron controlled and sold by Cleveland parties, but not coming into this market, the amount was about 29,000, of a value of \$1,450,000. Of manufactured wrought iron, the aggregate sales of railroad iron, bar, plate, hoop, sheet, spikes, nails, etc., were over \$6,000,000, of which a large portion was manufactured here. There were then, in or near the city (Newburg had not been annexed), two blast furnaces, six rolling mills, two forges, eight foundries, three spike, nail, rivet, nut and washer factories, employing three thousand hands, and with an aggregate capital of some three million dollars. Their product for 1865 was as follows: 20,510 tons railroad iron, 7,925 tons merchant iron, 2,250 tons forgings, 705 tons boiler and tank iron, 4,627 tons nuts, washers, rivets, nails, spikes and bolts; 8,500 tons gas and water pipe, car wheels, etc. In lumber, total feet received, 84,038,160; shingles, 54,744,850; lath, 14,153,000; cedar posts, 50,000. The total amount of business in the hide and leather trade for the year reached about a million and a half of dollars. There were engaged in the trade five wholesale hide and leather dealers, about as many more dealing exclusively in hides; three tanneries, and three sheepskin factories. There were some thirty established refineries of crude petroleum, with an aggregate capital of over \$1,500,000, and employing over three hundred workmen. Aggregate capacity, 1,800 to 2,000 barrels per 24 hours; total value of petroleum products, not less than \$4,500,-

ooo. The wholesale dry-goods trade was set down "in millions," but no figures are given. Boot and shoe sales, \$1,250,000. Manufactures and sale of clothing, from two and a half to three million dollars. Cattle packed, 25,300 head; hogs, 18,850. Near ten million pounds of wool were received. The banking interests were represented by a capital of over \$2,250,000, with an average circulation of \$1,750,000, and average deposits of \$3,700,000. Over sixty steam engines were turned out, 40 boilers, and as many stills for oil. The general value, in these and allied lines, reached a half million dollars. The machine car shops used up stock to the value of \$700,000. The manufacture of railroad cars reached a value of half a million dollars. Stoves to the number of 18,000 were made. Agricultural implements to the value of \$350,000 were produced. Wooden ware, value of stock, \$225,000; planing mills, \$250,000; 200,000 barrels made; 15,500,000 shingles made; furniture, \$600,000; carriage making, \$200,000; musical instruments, \$100,000; 1,500 tons of refined copper were produced; lamps, lanterns, etc., made, \$25,000; paper, \$215,000; woolens, \$350,000; marble and stone works, \$400,000; 600 tons of white lead made; 50,000 gallons of lard oil made; 547,000 pounds of stearine candles; 212,000 barrels of flour; cigars, a product valued at \$600,000; 43,000,000 feet of gas were produced, and 90,000 bushels of coke; malting and brewing business, \$800,000; 57 iron and wood bridges were built, at a cost of \$505,000; lightning rods sold to the value of \$131,000; hurr mill stones, \$75,000; 20,000 kegs of powder made; 7,000,000 bricks made; hats and caps, \$50,000. Estimates upon some other lines of business, upon which exact figures could not be obtained, were added, as follows: Wines and liquors, \$2,098,600; groceries, \$4,840,000; hardware, \$1,417,000; carpets, \$230,000; crockery and glassware, \$610,000; furniture, \$600,000; jewelry, \$375,000; books, etc, \$800,000; harness and trunks, \$200,000; ship stores, \$200,000; sewing machines, \$250,000; shipbuilding, \$300,000; drugs, \$913,000; railroad

receipts, \$10,500,000 ; telegraph and express receipts, \$600,000 ; miscellaneous business, \$51,000,000.<sup>14</sup>

This very gratifying summary of the business of Cleveland for 1865, proves that the city had been fairly set upon the highway of commercial and manufacturing importance. These results speak well for a community that had begun to take on the first forms of villagehood but fifty years before, and justify the wisdom of those who selected the mouth of the Cuyahoga River as the place upon which to plant the capital of the Reserve.

Perhaps the main event of local importance, of 1866, was the establishment of the metropolitan police system. A law passed by the Ohio Legislature, at its previous session, went into effect on May 1st of that year. Under its provisions, the power which before had been lodged in the hands of the mayor and city marshal, with the management of the funds in the City



OLD CENTRAL POLICE STATION.

<sup>14</sup> The following comment from the "Herald," in September, 1865, will show how the situation was viewed from the home standpoint: "Cleveland now stands confessedly at the head of all places on the chain of lakes, as a shipbuilding port. Her proximity to the forests of Michigan and Canada affords opportunity for the selection of the choicest timber, while the superior material and construction of the iron manufacturers of the city give an advantage. Cleveland has the monopoly of propeller building, its steam tugs are the finest on the lakes, whilst Cleveland-built sailing vessels not only outnumber all other vessels on the chain of lakes, but are found on the Atlantic Coast, in English waters, up the Mediterranean, and in the Baltic."



Council, passed to a Board of Police Commissioners, consisting of the mayor and four others, appointed by the governor of the State. This board was to have charge of all police matters. Police officers were to hold office during good behavior, and other reforms were inaugurated. The force at this time numbered fifty, and the expenditures for the year were \$51,710. The first board consisted of H. M. Chapin, mayor; W. P. Fogg, James Barnett, Philo Chamberlain, and Nelson Purdy. The law was so changed, in 1872, that the board members were elected directly by the people, and the first commissioners under this system were John M. Sterling, Jr., Jere E. Robinson, George Saal, and J. C. Schenck. A new station house on Champlain street had been erected in 1864.<sup>15</sup>

Another notable event of 1866, was the opening, in November, of the new Union Passenger Depot, on the lake front, at the foot of Water and Bank streets. The occasion was marked by a banquet given by the railroads owning and using this great and needed structure. These were the Cleveland, Columbus & Cincinnati; the Cleveland & Pittsburg; the Cleveland & Toledo; and the Cleveland, Painesville & Ashtabula railroads. The depot was at that time regarded as one of the largest and best appointed in the country, being constructed entirely of stone and iron, and measuring 603 feet in length and 108 feet in width.<sup>16</sup>

<sup>15</sup> Like the fire department, the police service of Cleveland has kept pace with the general growth. On January 1st, 1895, it was shown in the annual reports that the expenditures for the preceding year amounted to \$491,571.86; a new central police station had been completed; the force was composed of 317 members; there had been 9,751 arrests during the year.

<sup>16</sup> The following is from the report for 1866, of L. M. Hubby, president of the Cleveland, Columbus & Cincinnati line: "The new passenger depot at Cleveland, costing some \$475,000, and in which this company has one-fourth interest, was so far completed as to be opened for use on the 12th day of November last. . . . Its erection was indispensable, as the old depot, being erected, over the waters of the lake, upon piles, from general decay had become unsafe for the passage onto it of heavy locomotives and trains of cars loaded with passengers."

Two great institutions of Cleveland, the Public Library, and the Western Reserve Historical Society, may both be said to have had their inception in the year now reached. Of the last-named, it also may be said that the plan of organization was first suggested in 1866, by Hon. Charles C. Baldwin, who was then vice-president of the Cleveland Library Association. On the evening of April 11, 1867, a meeting was held in the rooms of the above-named association, at which were present Charles Whittlesey, Joseph Perkins, John Barr, H. A. Smith, Charles C. Baldwin and Alfred T. Goodman. The records of that gathering say: "The object of the meeting thus assembled was to take steps toward the formation of a historical society in the City of Cleveland. The meeting was not organized in a formal way, but Colonel Whittlesey acted as chairman. A discussion was held as to the name the association should take, the following being finally adopted, viz.: The Reserve Historical Department of the Cleveland Library Association."

On due authorization from the Cleveland Library Association, a historical section was established on May 28, 1867, in accordance with the following, signed by the requisite number of members: "The undersigned members of the Cleveland Library Association hereby associate ourselves as a department of history and its kindred subjects, in accordance with the provisions of its amended constitution, and agree to proceed immediately to organize said department by adopting the proper rules and regulations, and the appointment of officers." The names signed to this agreement were as follows: M. B. Scott, A. T. Goodman, Peter Thatcher, W. N. Hudson, J. D. Cleveland, George Willey, E. R. Perkins, John H. Sargent, W. P. Fogg, George R. Tuttle, Samuel Starkweather, J. C. Buell, Henry A. Smith, C. W. Sackrider, J. H. A. Bone, Joseph Perkins, A. K. Spencer, H. B. Tuttle, C. C. Baldwin, T. R. Chase, Charles Whittlesey.

The following officers were chosen, at a meeting held

some days later: *President*, Charles Whittlesey<sup>17</sup>; *Vice-President*, M. B. Scott; *Secretary*, J. C. Buell; *Treasurer*, A. K. Spencer; *ex officio Curators for one year*, Peter Thatcher, A. K. Spencer, Amos Townsend; *Curators for one year*, J. C. Buell, H. A. Smith; *Curators for two years*, C. C. Baldwin, M. B. Scott; *Curators for three years*, Joseph Perkins, Charles Whittlesey. The following was then adopted: "This

department shall be known as the Western Reserve Historical Society, the principal object of which shall be to discover, procure and preserve whatever relates to the history, biography, genealogy, antiquities and statistics connected with the City of Cleveland and the Western Reserve, and generally what relates to the history of Ohio and the Great West."

In 1868, Mr. Buell tendered his resignation as secretary,



WESTERN RESERVE HISTORICAL SOCIETY BUILDING.

and Mr. Baldwin was elected. Rooms were engaged in the Savings Bank Building, on the Public Square, and

<sup>17</sup> Charles Whittlesey was born in Southington, Conn., on October 4th, 1808. He was brought by his parents to Tallmadge, Ohio, in 1813. He received an education in the common schools, and at an academy, and in 1827 became a cadet at West Point, from which he graduated in 1831. He served in the Black Hawk War, and also tendered his service to the government during the Seminole and Mexican wars. He opened a law



the work described in the above resolution was earnestly and vigorously entered upon. The society long since took its place as one of the great historical organizations of the country. Its stated publications are ranked among those of the highest value. It now occupies, and owns, the entire building in which it was once a tenant, and its possessions, in its line of relics and historical material, are valuable beyond price. It has been enriched, again and again, by the donations of generous friends, and under the direction of such men as Charles Whittlesey, Charles C. Baldwin and Alfred T. Goodman, has grown to be an authority and a power in the domains of original historic research.<sup>18</sup>

The Cleveland Public Library, which had its real origin near the same time as this great sister organization, was established by the Board of Education, under the provisions of a legislative statute passed in March, 1867, authorizing the levy of a tax of one-tenth of a mill, for library purposes. The nucleus of the library was a collection of some two thousand books belonging to the public school library, and kept in the East High School building.

A room was engaged on the third floor of the Northrop & Harrington Block, Superior street, in September, 1868, and fitted up for library purposes. It was opened to the

office in Cleveland; was part owner of the "Whig and Herald;" became assistant geologist of Ohio. In this and like capacities, he gave a public service of inestimable value. He offered his service to his country in 1861; and resigned in 1862 because of ill-health. As a writer upon historical and scientific subjects, he added many valuable contributions to the literature of the West, while his service as president of the historical society above-named was of an enduring and valuable character. He died on October 18th, 1886. An appreciative memorial of Colonel Whittlesey, from the pen of Judge Charles C. Baldwin, may be found in Tract No. 68, Western Reserve Historical Society.

<sup>18</sup> The full history of this great society may be found in Vol. III, Tract No. 74, p. 123, of the publications of the Western Reserve Historical Society, in a sketch written by D. W. Manchester, entitled: "Historical Sketch of the Western Reserve Historical Society." A list of some of the Society's most important possessions is there given.

public on February 17, 1869, and formally dedicated in the evening of the same day. An address was delivered by E. R. Perkins, president of the Board of Education, and fitting remarks were made by Rev. Anson Smyth, H. S. Stevens, Mayor Stephen Buhrer, and W. H. Price.

The Library had been fitted up under the direction of L. M. Oviatt, who had been chosen librarian. On the day following the dedication, it was opened for the issuing of books, and from that time up to August 31st, nearly four thousand members were registered. In 1873, the Library was removed to the Clark Block, just west of its original location. In 1875, Mr. Oviatt was compelled to resign, because of failing health, and was succeeded by I. L. Beardsley, who had an extensive knowledge of books, and no small business experience. A second removal occurred, this time to the new City Hall. On the completion of the new Central High School building, it was once more removed, in April, 1879, to its present location, in the old High School building on Euclid avenue, occupying the second and third floors. In 1884, Mr. Beardsley resigned, and was succeeded by William H. Brett, who has since ably and successfully occupied that important position.

For some three years after its establishment, the Library was directly under the control of the Board of Education. In accordance with the provisions of an act, passed by the Legislature in April, 1867, the Board of Education, on October 2, 1871, elected a Board of Library Managers, which continued in control of the Library until July, 1873, when four of its members resigned. The Board of Education did not fill the vacancies, but re-assumed direct control.

On April 8, 1878, an act was passed by the General Assembly, authorizing the Board of Education to elect a Library Committee, of not less than three nor more than seven members, not of their own number, who should serve for two years, and in whose hands should be placed the control of the library, with the exception of fixing

the salaries. On April 18, 1883, an act was passed changing the designation from School to Public Library, and by other measure, near the same time, the entire control was placed in the hands of the committee. The name committee was also changed to Public Library Board, and by another measure, passed April 28, 1886, the number of members was fixed at seven, each of whom was to serve three years, and all of whom were elected by the Board of Education. The first president of the Library Board was Sherlock J. Andrews, while his successors to date have been Rev. John W. Brown, General M. D. Leggett, John G. White, Dr. H. C. Brainerd, Henry W. S. Wood, and John C. Hutchins.<sup>19</sup>

Brief mention may be made of a number of other organizations, of an educational or benevolent order, that found their origin in these prolific years of expansion and growth. The Cleveland Bethel Union was incorporated in 1867, for the support of mission work, and for the maintenance of a boarding home for seamen and others in need. In 1868, a building at the corner of Superior and Spring streets was purchased, and the work has since been carried on therein, with results of a most gratifying character. In 1873, the relief work which had at first been extended only to the lower wards, was made to embrace the whole city. As an outgrowth of this work, the Society for Organizing Charity was created, in 1882, for the purpose of carrying on such investigations as would prevent imposition, and decrease pauperism. In 1886, this society and the Bethel united in one organization, under the name of the Bethel Associated Charities, the

<sup>19</sup> A very entertaining history of this institution may be found in the "Magazine of Western History," Vol. VII, p. 55, from the pen of W. H. Brett, the present librarian. It is entitled: "The Rise and Growth of the Cleveland Public Library." An examination of the annual report of that institution, for the year ending August 31st, 1895, furnishes some suggestive figures, as to its growth and present extended usefulness. Books on hand, 96,921. Issued from the main and branch libraries, 595,169 volumes. Visitors to the reference rooms, 105,854. Books consulted, 78,923. Branch libraries, 3—one on Pearl Street; one on Miles Avenue; one on Woodland Avenue. Number of employees, 37.



work being continued along the lines so successfully followed before.

In 1867, a bankruptcy court was instituted in Cleveland, under the authority of the third United States bankruptcy law, and Myron R. Keith was appointed registrar for the Northern District of Ohio, which office he held until the repeal of the law, in 1878. The Women's Christian Association was organized in 1868, in response to a call from H. T. Miller, who believed that the women of Cleveland could be organized for combined Christian work, along the lines followed by the Young Men's Christian Association. The response was general, the association came into being, and was duly incorporated. Work in the mission field commenced immediately, and a small boarding home for young working women was established. In 1869, Stillman Witt gave the association a building on Walnut street, and this work in an enlarged form was carried on therein. The Retreat for the reclamation of fallen women was founded, and by the generosity of Joseph Perkins<sup>20</sup> and Leonard Case, a large structure, to be used as a home for such women, was erected on St. Clair street. A hospital and nursery department were added in 1883, also by donation from Mr. Perkins. Other lines of work conducted by the association are the Home for Aged Women, on Kennard street; the Educational and Industrial Union, the Young Ladies' Branch; the Home for Incurable Women and Children, etc. Each of these branches, with-

<sup>20</sup> Were a list to be made of the men who have been most active in connection with charitable and reformatory work in Cleveland, the name of Joseph Perkins would stand at or very near the head. He was the son of General Simon Perkins, whose public record has been already referred to. He was born at Warren, Ohio, on July 5th, 1819. On the death of his father, great business responsibilities fell upon him. He removed to Cleveland, and in 1853 became president of the Bank of Commerce. From that time onward, he was actively, or through his capital, connected with many of the banking, railroad, and other business organizations of the city. His whole life was devoted to many forms of charitable labor—in the church, the temperance cause, the care of homeless children, the reform of the fallen, the education of the masses; and his money went in unstinted measure, wherever his heart was enlisted. Mr. Perkins died at Saratoga, New York, on August 26th, 1885.

in its own lines, has rendered great service to the needy and the destitute.

The Cleveland City Hospital commenced its work in 1869, in a small frame building on Willson street. The value of its work was soon recognized, and in 1875 a lease of the Marine Hospital and grounds was secured, from the United States Government, and the hospital was located therein. On May 10, 1876, the hospital managers were incorporated, the officers and incorporators being as follows: *President*, Joseph Perkins; *Clerk*, E. C. Rouse; *Trustees*, M. B. Scott, George B. Stanley, Henry Chisholm, William B. Castle, W. J. Boardman, H. C. Blossom, and G. W. Whitney. In December, 1869, the Cleveland Law Library Association was organized, and incorporated in 1870. Its purpose was the creation of a law library for the use of the county bar, and it long since ranked among the leading associations of its kind. The Kirtland Society of Natural Science also was organized in 1869, under the leadership of Dr. Jared P. Kirtland, in whose honor it was named. In 1870, it became a department of the Cleveland Library Association.

An effort had been made to secure for Cleveland, from the State Board of Agriculture, the Ohio State Fair of 1870-71, but the request was met by a refusal. This decision, no doubt, had much to do with Cleveland's determination to have a permanent fair of her own. The question was agitated, and at a meeting of citizens, it was determined to form the Northern Ohio Fair Association, which was duly incorporated, on February 26, 1870, by the following gentlemen: Amasa Stone, J. H. Wade, J. P. Robison, Worthy S. Streater, S. D. Harris, Azariah Everett, Amos Townsend, William Bingham, Henry Nottingham, David A. Dangler, William Collins, Oscar A. Childs, Lester L. Hickox, Oliver H. Payne, Alton Pope and Waldo A. Fisher. The capital stock was fixed at \$300,000. The purpose of the association was declared, in its charter, to be the promotion of agriculture, horticulture, and the mechanic arts, in the northern sections of Ohio.

Grounds containing eighty-seven acres were purchased near the lake shore, to the east of the city, and fair buildings were erected. The first fair was opened on October 4, 1870, and continued for three days. These fairs were continued, from year to year, until finally the enterprise was wound up, in the winter of 1880-81, because the financial results were not such as to justify its further continuance.

As an outgrowth of these gatherings, there grew the Cleveland Horticultural Society, the Northern Ohio Poultry Association, and the Cleveland Club. The organization last-named was composed of a portion of the Northern Ohio Fair Association directory, and was formed in 1871, for the purpose of annually holding trotting and racing meetings at the fair grounds.

At the head of the social organizations of Cleveland stands the Union Club, which was organized at a meeting of well-known citizens, on September 25, 1872. It was incorporated, as the charter declared, for "physical training and education." The first permanent officers were: *President*, William Bingham; *First Vice-President*, Henry B. Payne; *Second Vice-President*, W. J. Boardman; *Secretary*, C. P. Leland; *Corresponding Secretary*, Waldemar Otis; *Treasurer*, George E. Armstrong. The club purchased a handsome and commodious building on Euclid avenue, near Erie street, which it has since occupied. It is one of the most important social organizations of the West, and in its membership and measures has fully sustained the high mark set in the beginning.

The Cleveland Bar Association came into being in March, 1873. Its purpose was declared to be the maintenance of "the honor and dignity of the profession of the law, to cultivate social intercourse and acquaintance among the members of the bar, to increase our usefulness in aiding the administration of justice, and in promoting legal and judicial reform." The association has clearly lived up to this high standard. The first officers were: *President*, S. J. Andrews; *Vice-Presidents*, James Mason,



John W. Heisley and John C. Grannis; *Recording Secretary*, Virgil P. Kline; *Corresponding Secretary*, L. R. Critchfield; *Treasurer*, G. M. Barber.

The Cuyahoga County Medical Society was formed in 1873, by the amalgamation of two societies, known as the Cleveland Academy of Medicine, and the Pathological Society. Its object, like that of its predecessors, was to increase the knowledge of its members, to bring them into more intimate social relations with each other, and to promote the improvement of the medical art.

Returning again to 1868, and the general record, two events of marine importance present themselves. In the launch of the little steamer "J. K. White," in this year, the people of Cleveland saw the first iron ship built within their borders, suggestive of much that was to follow. The second event was the tragic loss of the steamer "Morning Star," the companion of the "R. N. Rice," on the Cleveland and Detroit line. She left Cleveland on the night of June 20th, and when off Black River, some thirty miles out, collided in the dark and storm with the bark "Cortland." She began to sink immediately. Some of the passengers and crew saved themselves by clinging to floating pieces of wreckage, and were picked up by the "Rice," which came along two hours later. Captain Viger, and thirteen others, floated off on a portion of the upper cabin and were saved, but over a score of lives were lost. The sad news was received with wild excitement and grave apprehensions in Cleveland, as a number of her citizens were among the passengers on the ill-fated boat.

Work upon the new and needed water works tunnel was commenced in 1869. Complaint had been heard, from time to time, ever since the construction of the water works, of the quality of the water, because of shore washings, sewage, and the river outflow, and the authorities of the department decided to draw the supply from a point farther out in the lake. Surveys for a new tunnel were made in 1867, and in 1869 work was commenced by sinking a shaft on the shore, near the pumping station,

to the depth of  $67\frac{1}{2}$  feet below the surface of the lake, and a tunnel five feet in diameter commenced from its bottom outward. In the meantime, a crib, having a diameter of  $87\frac{1}{2}$  feet, was built, and on August 5, 1870, towed to a point 6,600 feet from the shore, and sunk in thirty-six feet of water. It was then loaded down with thousands of tons of stone. A lake shaft was then sunk beneath the center of the crib, to a depth of ninety feet below the surface of the water, and a tunnel started shoreward to meet the one coming from the other direction. Many difficulties in the way of quicksands, etc., were encountered, but on March 2, 1874, the work was completed, and water

let in on the following day. The total cost was \$320,351.72. The crib was fitted up as a lighthouse and a house for its keeper. The quality of the city water was very greatly improved.



MAYOR C. A. OTIS.

The rapid growth of Cleveland, however, before long, demonstrated that new extensions and improvements of the water works were a matter of necessity. A second tunnel, connecting the

crib with the shore, was successfully commenced, and completed in 1890, giving two direct connections between the intake at the crib and the pumping station, the old one being five feet in diameter, and the new one seven feet.

Still another step, in the direction of an improved service, was taken in the building of the new Fairmount reservoir, which was completed in 1885. The object sought was to obtain greater storage capacity, and better pressure for the larger part of the city. The old Kentucky street reservoir had a capacity of six million gallons, and maintained a head of 158 feet above the lake, but this head was decreased somewhat in overcoming the friction in the

supply pipes, leading from the reservoir to the different parts of the city. The greatest length of the Fairmount reservoir is about 1,500 feet, and the greatest width 700 feet. It is divided into two basins, by an embankment, one having a capacity of 47 million gallons, and the other of 33 million gallons.

The site of this reservoir, on Fairmount street, in the extreme eastern portion of the city, was chosen as being the most suitable of all considered; far from the city dirt and smoke, having the needed materials near at hand, and lying on a railroad line. When the works were originally built, all the water for the city was pumped directly into the Kentucky street reservoir, and from thence distributed to the consumer. As the demand increased, and additional pumps and mains became necessary, the water supply system was changed, the new pumps pumping directly into the mains, while the old ones still supplied the reservoir. All the mains connected at different points, and the pressure was regulated by the head of the water up on Kentucky street. When the new reservoir was being built, and a high service system established, to take water from the reservoir to supply the higher part of the city (pumping to an elevation of 325 feet), the Cornish engines were removed from the Division street pumping station to this high service station, and direct-acting pumps put in their places. The system of water supply at present is to pump directly into the mains supplying the city, and force the surplus only into the Fairmount reservoir. The Kentucky street reservoir, therefore, became useless, and was abandoned.

Other improvements of an important character, in connection with the city's water-works system, are now under consideration, involving an extension of the present main tunnel several miles into the lake; the building of a new pumping station toward the east, and the digging of a new tunnel, a great intercepting sewer, and a thorough and scientific flushing of the Cuyahoga River.

The laying of the foundations of a most beneficent or-



ganization must be noted among the events of 1873. On March 18th of that year, O. J. Hodge offered a resolution in the City Council, inviting all persons interested in the formation of a humane society to meet in the council chamber on the following Friday evening. This was adopted, and on the evening named there assembled about a dozen gentlemen. Mr. Hodge called the meeting to order, and explained the purposes for which it had been called, and then asked Earl Bill to occupy the chair. A committee on permanent organization was then appointed, consisting of O. J. Hodge, J. W. Fitch, and H. F. Brayton. The following names were subsequently added to the list: W. J. McKinnie, W. P. Fogg, C. B. Pettingill, H. C. Brockway, and Dr. E. Sterling. On the evening of March 27th, a constitution was reported, and on April 4th, the following officers of this newly-formed Cleveland Society for the Prevention of Cruelty to Animals were duly elected: *President*, General J. W. Fitch; *Vice-Presidents*, James M. Hoyt, William Bingham, O. J. Hodge, John Tod, Earl Bill; *Secretary*, H. F. Brayton.

The work of this great society has been continuous, and of incalculable benefit to two defenseless classes—dumb brutes and helpless children. Some ten or a dozen years ago, its scope was widened, so that helpless mothers and children could be brought under its protective influences. The name was then changed to the Humane Society. The good work of the organization still goes on.<sup>21</sup> At the

<sup>21</sup> Two years previous to the taking of the step above described, looking to the formation of this society, Mr. Hodge had introduced in the City Council an ordinance to prevent and punish cruelty to dumb animals. This was passed on April 11, 1871, and was the first step taken by the Cleveland law-makers in that direction. As but little attention was paid to the law, the mayor embodied it in a proclamation, which was posted throughout the city. Being a member of the State Legislature about this time, Mr. Hodge introduced three bills, each intended for the better protection of children and dumb animals, all of which became laws. On March 10, 1874, he also called a meeting of prominent men, from various parts of the State, to be held at the Neil House in Columbus, and at that gathering, a State society was organized, with Gen. J. W. Fitch, of Cleveland, as president.

twenty-third annual meeting, held on the evening of April 1, 1896, it was shown that 638 complaints in behalf of children had been reported during the year, and that in most cases relief had been secured; while the cases of six thousand and more in the animal department, had been attended to. The receipts were \$4,670.98, and the disbursements about the same.

## CHAPTER XVI.

### AN ERA OF MANY IMPROVEMENTS.

The importance of creating and maintaining proper harbor facilities, was recognized in Cleveland at an early date, and the steps taken for the opening of a river channel, and protection of the lake front, in previous years, have already been recorded. The unprotected condition of the harbor, was always regarded as a source of danger, emphasized by the narrowness of the river opening, and the difficulty of making port in a time of storm. No movement toward the construction of an artificial harbor of refuge, however, was made until 1870, when the City Council adopted resolutions in favor of the construction of such work by the general government, while a petition to that effect was circulated among the citizens. An appropriation of three thousand dollars for a preliminary survey was made; and the engineers reported the cost at three million dollars—a figure so large that the committee on commerce reported adversely upon the measure.

The matter was not dropped there, however, as R. T. Lyon, on January 16, 1873, offered resolutions in the Board of Trade, urging upon Congress the importance and necessity of such refuge, for the protection of vessels navigating the uncertain waters of Lake Erie. They were adopted, and a committee appointed to confer with the City Council and secure its co-operation. Hon. R. C. Parsons,<sup>22</sup> then

<sup>22</sup> Richard C. Parsons, whose public labors have been mentioned often in the foregoing pages, was born in New London, Conn., on October 10, 1826. He became a member of the Cleveland bar in 1851; has served as a member of the City Council, and State Legislature; was consul at Rio Janeiro; collector of internal revenue at Cleveland; and marshal of the United States Supreme Court. He was elected to Congress from the Cuyahoga district in 1872. The Cleveland breakwater is, in no small degree, a monument to his zeal and energy. He became chief owner and editor of the



the national representative from this district, by strenuous efforts, and good management, persuaded the government to another survey, which work was performed in 1874 by Colonel Blount, of the United States Engineering Corps. He reported two plans—one for an anchorage of thirty acres, at a cost of five hundred thousand dollars, and the other for ninety acres, at a cost of twelve hundred thousand dollars.

In the spring of 1875, Congress appropriated fifty thousand dollars for the commencement of the work, and referred the question of size and other specifications to a corps of government engineers, who reported in favor of a harbor of two hundred acres, at a cost of eighteen hundred thousand dollars. This was adopted, and when Hon. H. B. Payne was in Congress, he secured fifty thousand dollars for a continuation of the work, and Hon. Amos Townsend had that increased by one hundred thousand.

Work upon the west wing of the breakwater was commenced in the fall of 1875, and completed in 1883. The structure commences at a point seven hundred feet west of the upper end of the old river bed, and runs about due north for 3,130 feet, to a depth of 28 feet. It then turns an angle and runs nearly parallel to the shore for 4,030 feet, with a spur one hundred feet long on the north side of the lake arm, and two hundred feet from its eastern end.

Experience showed that still greater precautionary measures were necessary, and it was decided that the harbor to the eastward, would be sufficiently protected by extending the east pier at the mouth of the river some fourteen hundred feet. The engineer in charge, however, recommended, in May, 1884, that this plan be changed, and that an arm of the breakwater be built to the eastward, leaving an opening opposite the piers. This was

"Cleveland Herald" in 1876, and after retirement from that position served for a time as a national bank examiner. Mr. Parsons has made his mark as an orator and writer, and for several years past, has served as the efficient president of the Early Settlers' Association.

approved by the department at Washington, and on August 5, 1886, Congress passed an act making the necessary appropriations for this improvement. The original plan contemplated an extension of about 3,600 feet altogether, but it was soon found that this would be insufficient, and so the plan was enlarged, and additional appropriations secured from Congress. The breakwater, under the latest plan, begins at a point on the prolongation of the lake arm of the western breakwater, and five hundred feet from it; extends eastward upon this line about 3,500 feet, then inclines toward the shore and extends 2,000 feet, in a depth of 26 feet of water, and having between its eastern end, and the curve of 14 feet depth of water, an entrance 2,300 feet wide. About 2,500 feet of this breakwater had been completed up to the early summer of 1896.

It may be added, in this connection, that it is only within a few years that Cleveland has awakened to the commercial importance of its lake front. Boats grew larger under the imperative demands of trade, but there was no corresponding increase in the city's dockage, and accordingly many large interests — the iron ore trade of the Lake Superior region, for instance — were largely diverted to other lower-lake ports. The ill effects of such desertion were plainly manifest, and steps were taken to check it. In March, 1895, the Cuddy-Mullen Company began the construction of a dock of adequate size, just east of the river, in the outer harbor, inside the breakwater. It was finished April 1, 1896. It is 623 feet long, and 210 feet wide. Adjoining it, is the dock of the Pennsylvania Company, of the same dimensions, which has just been finished. On this will be erected a passenger station and freight houses.

The city has also started in to do its share toward developing the lake front. Since December, 1894, it has been extending Erie street to the water's edge, and building piers out into the lake. Already about five hundred feet have been constructed, and it is the city's intention to make thereby large and convenient dockage for excursion

steamers, and thus put the pleasures of lake travel within easy reach of the people. Ultimately, similar extensions and piers will be made, at all the down-town cross streets.

A number of municipal measures of great importance occupied the attention of the city authorities and the public, during the first half of the decade from 1870 to 1880. On January 1, 1871, the penal and corrective departments of the city were divorced from the infirmary, and established in a large and well-appointed structure of their own, on Woodland avenue. The Cleveland Workhouse and House of Correction was the official title of this new institution. The building was erected at a cost of two hundred and fifty thousand dollars. The first board of directors consisted of Harvey Rice, J. H. Wade, George H. Burt, S. C. Brooks, and William Edwards.

The Board of Park Commissioners also came into existence in 1871, by an ordinance passed by the City Council in August, and the following gentlemen were constituted the members thereof: A. Everett, O. A. Childs, and J. H. Sargent. Previous to this time, the work that properly belonged to such department, had been performed by the street commissioner, and the creation of the board was the first real effort to give the city a system of public parks. Bonds to the amount of \$35,000 were issued in 1872, and the first step toward the object in view was the beautifying of the Public Square. In 1874, the construction of Lake View Park was commenced, and work was soon after begun on Franklin Circle, and on the old and long-forgotten Clinton Park.

The greatest step taken by Cleveland in the direction of a park system came through the munificent action of an honored and wealthy citizen. J. H. Wade<sup>23</sup> had pur-

<sup>23</sup> Jephtha H. Wade was born in Seneca County, New York, on August 11, 1811, and died in Cleveland on August 9, 1890. He began life as a portrait painter, and with camera and brush made his way in the world until 1847, when he became interested in the newly-created electric telegraph, and took a contract for the construction of a line from Jackson to Detroit, Michigan. He was of great aid in the development of telegraphy, and was



chased a great area of land, to the north of Euclid avenue, at the extreme eastern end of the city, and by large expenditures of money had made a beautiful park, in which the skill of the landscape artist had touched the attractions of nature but to adorn. In 1882, Mr. Wade donated this

park to the city, on condition that seventy-five thousand dollars should be expended in improvements. The gift was accepted, and Wade Park now stands as a perpetual monument to the foresight and generosity of Jephtha H. Wade.



WILLIAM J. GORDON.

A second munificent gift, of a like character, was the presentation of Gordon Park to the city by William J. Gordon,<sup>24</sup> who

was for years one of the most active and enterprising of Cleveland's business men. In 1865, and at later peri-

one of the prime movers in the creation of the great Western Union Telegraph Company. He was one of the originators of the first Pacific telegraph line. He became largely interested in railroads, being officially connected with the chief lines touching Cleveland. He was also an active figure in the banking circles of Cleveland, and connected with many other lines of business and manufacture. His generosity was great, and there were few of the beneficent charities of the city that could not count upon his constant and generous aid.

<sup>24</sup> William J. Gordon was born on September 30, 1818, in Monmouth County, New Jersey. He began business life at an early age, and although but twenty-one years of age when he came to Cleveland, in 1839, he had already seen several years of mercantile life, and shown admirable business qualities. It was not long before he was recognized as one of the active business forces of the city, as the head of the wholesale grocery house of W. J. Gordon & Co., and of Gordon, McMillan & Co. He was one of the pioneers in opening the iron ore regions of Lake Superior, owning large interests in the Cleveland Iron Mining Company. He was connected with several manufacturing establishments of Cleveland, and was known all over the country as owner of one of the finest stock farms in the West, and of several horses of a national reputation. He was a traveller, reader, and man of culture. He died at Cleveland, on November 23, 1892.

ods, Mr. Gordon purchased, on the lake shore, to the east of the city, several large tracts of land, and began the laying out of an extensive park. Landscape gardeners were employed, large forces of men were set at work, and there was no hesitation at any adornment or improvement because of its cost. The result was the creation of a park of 122 acres, that in attractiveness and completeness of artistic finish finds few equals in the country. On Mr. Gordon's death, it was found that he had left this magnificent monument of himself as a gift to the City of Cleveland, free from burdensome conditions. The main condition was that the park should be forever maintained as such, and at all times be kept open to the public, under the exclusive name of "Gordon Park." The title passed to the city on October 23, 1893.

The possession of two such great breathing places, as Wade Park and Gordon Park, however, did not fill the demand certain to be made by that Greater Cleveland, which was even then looming up in the near future. In fact, these magnificent donations but stimulated the public mind, and made the people of Cleveland determined that other and notable additions should be made, that the city's park department might equal her other claims to distinction and recognition.

It was seen that the work of the future must be carried forward on a broader plan, than had been possible in the past. The agitation in favor of a comprehensive system of parks and boulevards, was carried on with commendable spirit. Several meetings of public-spirited citizens were held. A plan was formulated, and the needed legislation sought, the result being the passage, on April 5, 1893, of the so-called Park Act. This provided that a board of Park Commissioners should be formed, one of whom should be the mayor of the city, another the president of the City Council, and three appointed by the Sinking Fund trustees. In accordance therewith, the first board came into being on April 26, 1893, and consisted of Robert Blee, mayor of Cleveland; A. J. Michael,

president of the Council; Charles H. Bulkley, Amos Townsend, and John F. Pankhurst. Mr. Bulkley was made president, and F. C. Bangs elected to the office of secretary.

Results have already shown that these gentlemen understood, to a large degree, the needs of the situation, and the importance of the work that had been entrusted to their hands. To quote their own words: "The general plan, which they decided to be one of the best adapted for achieving the ends aimed at, had, as its principal feature, a large park on the outskirts of the city, in each of the several main sections, the same to be so located, that, in case the future should so determine, and the needs of the city so require, such outlying parks could be readily united and connected by a broad, smoothly-paved boulevard, encircling the city, thus, with the parks, forming a chain of verdure around it."<sup>25</sup>

Only the briefest mention of the labors of the commission, and the results, as already apparent, is possible here. The main features are as follows: The acquisition of the Doan Brook Valley, from Wade Park to Lake Erie, connecting Wade and Gordon parks; the creation of Edgewater Park, containing eighty-nine acres, and situated on Lake Erie, on the West Side, beginning at the foot of Waverly avenue; the purchase of Brooklyn Park, containing nearly eighty-one acres, and situated to the west of the new Brooklyn-Brighton viaduct; the creation of the South End Park, in the Newburg of the earlier days, containing one hundred and forty-five acres; the addition of thirty acres to Gordon Park, to be used as picnic grounds; the creation of Ambler Parkway, containing fifty-five acres, commencing at Cedar avenue, and following the valley of Doan Brook, for a distance of one and a half miles, to the Shaker Heights; and Shaker Heights

<sup>25</sup> "Second Annual Report of the Board of Park Commissioners," 1894, p. 11. This report, and that for 1895, give a detailed history of the park system as managed by the commission, accompanied by many illustrations, showing portions of the parks and approaches thereto.



Park, containing two hundred and seventy-eight acres.<sup>26</sup>

A magnificent addition to the public park system of Cleveland was made, in 1896, when John D. Rockefeller authorized the announcement that he had quietly deeded to the city, two hundred and seventy-six acres of land, worth \$270,000, for park purposes, and followed that by a cash donation of \$300,000, for the purpose of completing the boulevard between Wade Park and the park lands on Shaker Heights.

This announcement came as a complete surprise to the people of Cleveland. It was made by J. G. W. Cowles, president of the Chamber of Commerce, in the great mass meeting, held on July 22, 1896, in celebration of Cleveland's Centennial birthday. Mr. Cowles explained the gift, and its conditions, in these words: "On this, Founder's Day, of our Centennial Celebration, on behalf of the Park Commissioners, I am instructed to announce to the citizens of Cleveland, the offer made to them, not only of the gift to the city for park purposes, of the lands purchased, at a cost of \$270,000, but also to replace in the treasury of the park board, the amount of \$300,000, paid by said board, for Doan Brook lands, before such individual purchases were undertaken, making, in all, a gift to the City of Cleveland of two hundred and seventy-six acres, costing \$600,000, upon conditions already understood and approved in part, the principal one being, that

<sup>26</sup> The Park Commission lost two of its ablest and most industrious members, in 1895. Hon. Amos Townsend, who died at St. Augustine, Fla., on March 17th, was for many years connected with the business and public interests of Cleveland. He was born near Pittsburg, Pa., in 1831, was in business in Mansfield, Ohio, for a time, and removed to Cleveland, in 1853. He was, for many years, a member of the wholesale grocery firm of Edwards, Townsend & Co.; served for ten years as a member of the City Council, during seven of which he filled the office of president. He was a member of the State Constitutional Convention of 1873; and in 1876 was elected to Congress by the Republicans of Cuyahoga County, and ably served in that office for several terms. The other loss to the commission came in the death of its able president, Charles H. Bulkley, who died on December 29, 1895. The vacancies thus created were filled by the appointment of J. H. McBride, and L. E. Holden; Mr. McBride being elected to the office of president.

the whole amount of the cost of these lands shall be spent in improving and beautifying them, so as to make this magnificent addition to the parks of Cleveland speedily available for the use, and benefit, and delight, of all the people." The sentiment with which Mr. Cowles closed his speech found an echo in the hearts of Clevelanders, everywhere: "From this hour, in the honored and noble company of Wade and Gordon, as benefactors of their fellow citizens and fellow men, in our hearts with gratitude, and upon our lips with praise, will be the name of the giver of this princely gift, John D. Rockefeller."

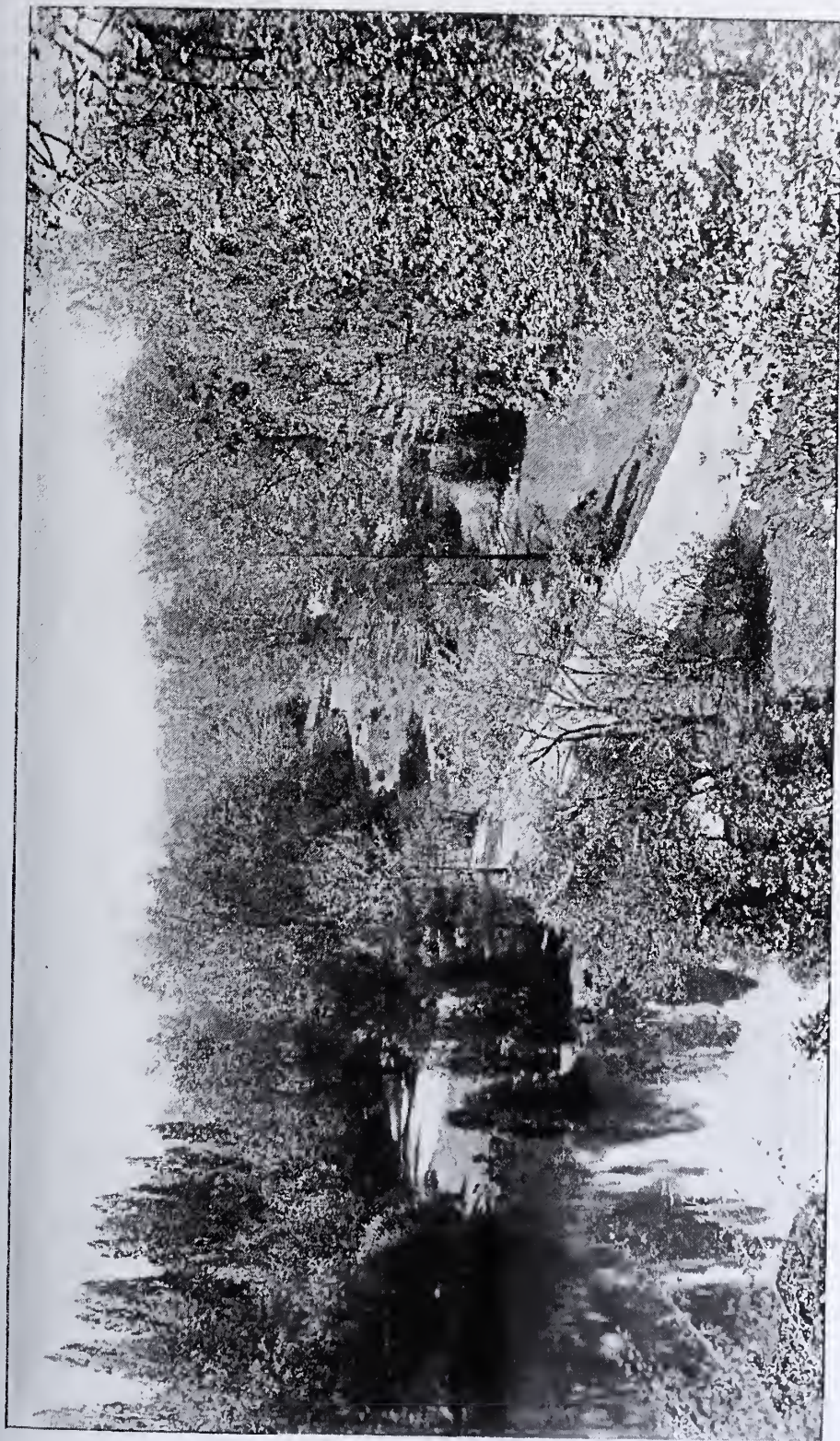
At a meeting of the Park Commissioners, held on August 5, 1896, there came yet another surprise, of a like welcome character, in the public announcement that Patrick Calhoun had donated to the city a strip of land, having over four hundred feet frontage on Euclid avenue, beginning at Fairmount street, and running parallel to the land given by Mr. Rockefeller, as far as Cedar avenue, thence along Doan Brook Valley, to and through Cedar Glen. This has made possible the dream of the commissioners—the construction of a circular park, on Euclid avenue, near Fairmount street, as the grand entrance to what will, eventually, be one of the most beautiful park systems in the world.

In 1871, the office of city auditor was created, and Thomas Jones, Jr., elected to the position. Prior to that time, the duties belonging to such department had been performed by the city clerk, who was an officer of the City Council, and under its direct control. The new departure served as a check upon extravagance, and a safeguard against the misappropriation of funds, as the new official took the stand, and maintained it, that no warrants on the treasury could be legally drawn, unless the money to pay such warrant was "already in the treasury, and to the credit of the proper fund, to which it should be charged."

The wisdom of that position has been fully proved, by the subsequent financial history of Cleveland.

The growth of Cleveland, by accessions to her popula-





A VIEW IN GORDON PARK.





tion by immigration, had been steady, and the time now came when her borders were to be measurably increased, by annexations. East Cleveland had become, in all essential features, a portion of the city in fact, and it was thought, on both sides of the line, that it should become also a part in name, and in government. When the preliminary steps had been taken, the question of annexation was submitted to the voters of Cleveland, in April, 1872, and received 7,240 votes in favor, to 2,885 opposed. The East Cleveland vote upon the same question resulted in 268 in favor, and 198 opposed. Henry B. Payne, J. P. Robison, and John Huntington, were appointed as commissioners for Cleveland, and John E. Hurlbut, John W. Heisley, and William A. Neff for East Cleveland. It was agreed that all liabilities of the section to be annexed should be assumed by the city, with the exception of assessments for local improvements already made, that should be paid as already provided; that the annexed district should be divided into two wards; and that within eighteen months the city should expend, in those wards, not less than seventy-five thousand dollars, in extension of water pipe, fire service, and other improvements. This agreement was approved on October 29, 1872, and the two communities became one, in law.

East Cleveland was hardly safe in the municipal fold, before the village of Newburg came clamoring for admission. A meeting of its citizens was held on August 4, 1873, at which resolutions were adopted, which declared that the time had come "when the necessity and future welfare of the people" imperatively demanded the benefits of village or city corporation, and that the best means of obtaining that end, was by annexation to the City of Cleveland.

A committee of three, E. T. Hamilton, A. Topping, and Joseph Turney, were appointed to present a petition to the Cleveland City Council, looking to this end. John Huntington, H. H. Thorpe, and A. T. Van Tassel, were appointed to represent the Council in the matter. The

question was submitted to the voters of Newburg, and carried, and before the end of the year named, Newburg constituted the Eighteenth Ward of Cleveland.

The legal business of the Cuyahoga Common Pleas Court had so grown by 1873, that increased facilities of some character became a matter of absolute necessity. The plan suggested was the establishment of a Superior Court, on the plan of one then existing in Cincinnati, which should have jurisdiction for civil cases only, coming from the City of Cleveland, exclusive of the rest of Cuyahoga County. An act was accordingly passed by the Legislature on May 5, 1873, creating said court, to consist of three judges, who should hold office for five years. At a special election held in June, Seneca O. Griswold, James M. Jones, and Gershom M. Barber were elected such judges. The brief history of this court is thus graphically told, by one who was an honored member thereof:<sup>27</sup> "The expectation that the two courts would be able to do the judicial work of the county, as then organized, was not realized. The business of the country, which had enjoyed an unheard-of prosperity, met with a sudden and unlooked-for check. On the 18th of September, 1873, the most extraordinary financial panic that the country had ever experienced, began. Failures of manufacturing and commercial establishments took place in every part of the country. Laborers all over the country were thrown out of employment, and what had never before been experienced in Cleveland, the savings banks substantially closed their doors, and even the bonds of the city sold at ruinous discount. The result upon the work of the courts was soon apparent, and in less than two years both courts were overcrowded with business, and immediate relief was required. On the 25th of March, 1875, an act was passed by the Legislature entitled 'an Act to facilitate the Administration of Justice in Cuyahoga County,' by which the Superior Court was abolished, to take effect on the 1st of

<sup>27</sup> "The Superior Courts," by Hon. G. M. Barber.—"Bench and Bar of Cleveland," p. 50.



July following, and its business transferred to the Court of Common Pleas, and by the same act four additional judges were added to the Court of Common Pleas, to be elected at the regular State election, in October of that year. At that election, two of the judges of the Superior Court, Hon. James M. Jones and Hon. G. M. Barber, were elected to seats on the bench of the Court of Common Pleas, both of whom served two successive terms in that court, and are now in active practice. Judge Seneca O. Griswold, on the termination of the Superior Court, returned to practice, and until his health failed, was recognized as one of the ablest members of the Cuyahoga County bar."

The general financial difficulties, to which Judge Barber refers in the above, were the most severe that had been experienced since 1857, and were largely caused by the same combination of circumstances that brought about the panic of 1837. General speculation, excessive inflation, and the projection of far more railroads than were needed, combined with the actual shrinkage from war prices, worked together for the crash that was started on that memorable day, when Jay Cooke & Co., of Philadelphia, went down. Business everywhere received a severe check, there were failures in all directions, and from four to six years passed before the country really recovered. Cleveland, like other cities, felt the blow, but had so far advanced in wealth and manufacturing importance that the shock was but temporary. Not a bank was compelled to suspend. The most severe effects were felt upon real estate values, which wild speculation had inflated beyond all reason, and many projects for pushing the limits of the city far beyond the demands of the day, went suddenly to pieces, at the first touch of the storm.

One of the leading features of 1874 was the great woman's crusade against the liquor traffic. This phenomenal movement had its commencement in Hillsborough, O., in December, 1873, when Dr. Dio Lewis, of Boston, delivered an address on temperance, in which he sug-

gested that "the work of temperance reform might be successfully carried on by women, if they would set about it in the right manner—going to the saloon-keeper, in a spirit of Christian love, and persuading him, for the sake of humanity and his own welfare, to quit the business." When the speaker asked if the ladies present were ready to undertake the labor, scores of them arose in pledge for the undertaking. On the day following, a number of them met at the church, and after services filed out two by two, called at the nearest saloon, where prayer was offered, and then went on to other places, which were visited in a like manner. Saloon-keepers, inn-keepers, and druggists were all asked to sign the pledge and quit the business. The plan was soon followed in other places, and before long these "praying bands" were seen in all parts of the State.<sup>28</sup>

The movement reached Cleveland on March 10, 1874, when a meeting was called under the auspices of the Women's Christian Association. Six hundred women responded, among them the leaders of thought, the most active in church work, the most cultured to be found in the city. A Temperance League was formed, with Miss Sarah Fitch as president. Pledge books were obtained, the city districted, and praying bands sent out. "In a short time," to quote from the official report of the Crusade, "over five thousand were enrolled members of the league, each one signing a pledge neither to use intoxicants nor offer them as a beverage, and to discountenance their use in every possible way; and about ten thousand names to all the other pledges." The first visit was to a saloon on the Public Square, on March 17th, by a band of twenty-two, led by Mrs. W. A. Ingham. The work was carried on for weeks, with only one or two disturbances of note, which were quickly subdued by proclamation of Mayor Otis, and the efficient work of the police. To continue the above record: "During these three

<sup>28</sup> The full history of this movement may be found in the following work: "History of the Woman's Temperance Crusade," by Mrs. Annie Wittenmyer; with an introduction by Frances E. Willard.

months of crusade work, three distilleries, eight breweries, thirty-one drug stores, thirty-five hotels, forty wholesale dealers, and one thousand one hundred saloons were visited, many of them again and again. Four hundred and fifty of these places often admitted the band for services. There were seventy out-door meetings in warehouses, etc. Mass meetings on the Sabbath, conducted by women, were held in wigwams in different wards, as well as churches, and always crowded." A closed saloon on River street was converted into a home for temperance and general rescue work, under the name of the River Street Friendly Inn. Other institutions of a like character were opened in various parts of the city, and some of them have found permanent work and locations, and are ranked among the most efficient of the reformatory and moral agencies of the city. The Young Ladies' Temperance League was also one of the direct results of this season of temperance labor.

The most direct and permanent result of this crusade, however, came in the establishment of the Woman's Christian Temperance Union, which was organized as the Woman's Christian League, and incorporated under that name in 1880, making the change of appellation in 1883. This great Union has, in many ways, worked for the good of the community, in lines of temperance, and religious and benevolent labor.

The holding of the nineteenth Saengerfest, in 1874, was an event which illustrated the great importance of the German element in Cleveland, and its ability to carry out any undertaking to which it was committed. A stock company was raised, and sixty thousand dollars paid in, with which a large structure was erected on Euclid avenue, between Case and Sterling avenues, with a capacity of fifteen hundred on the stage, and nine thousand in the auditorium. The week from June 22nd to 29th was given over to orchestral and vocal music of the highest character, participated in by German singing societies from all parts of the country.



The opening of the newly-erected Euclid Avenue Opera House, on September 6, 1875, was in the direction of better amusements, and provided a place of entertainment in keeping with the size and culture of modern Cleveland, which had long outgrown "Brainard's Hall," and the old "Academy of Music," on Bank street. The movement for securing this needed dramatic temple was set on foot by John A. Ellsler, who gave his time, and so pledged his means, that when it proved to be otherwise than a financial success, he lost the accumulations of a life of de-

votion to his chosen profession.

A retrospective glance at Cleveland, from the theatrical standpoint, will be of interest. In 1820, when yet a straggling village of five hundred souls, Cleveland was visited by its first theatrical troupe. This was managed by an actor named Blanchard, and as there was no other suitable place, the perform-



EUCLID AVENUE OPERA HOUSE.

ances, which lasted a week, were given in the ball-room of the Cleveland House, which stood where the Forest City House is now. After that, there were many performances of this nature in the ball-room, and later in the old brick courthouse on the Square. Here Shakespeare was first given in 1831. The first building, especially erected for a theatre, was at the corner of Union lane and Superior street hill. It was built by Samuel and William Cook. The theatre was on the second floor, a room about 70 by 50 feet, and was poorly equipped for its purpose. Early in the thirties, Italian Hall was built, on Water street,

where the wholesale grocery of William Edwards & Co. now stands. It was of brick, three stories high, and the theatre was on the top floor. In 1839, Mechanics' Hall, at the corner of Prospect and Ontario streets, was fitted up as a theatre, but the enterprize was unsuccessful. The Water Street Theatre was built, in 1848, by John S. Potter. It stood on the present site of the New England House, and was a magnificent structure for the times. It had a front of sixty feet, a spacious pit, two tiers of boxes and four private boxes, and seated over a thousand people. It was destroyed by fire in 1850. Watson's Hall was built in 1840, by J. W. Watson, on Superior street, where the Wilshire Building is now located. In 1845, Silas Brainard bought it, and changed the name to Melodeon Hall, by which title it was known until 1860, when it was called Brainard's Hall. It was afterwards known as Brainard's Opera House, and the Globe Theatre; it was torn down in 1880.



JOHN A. ELLSLER.

The most famous play-house in the city was the Academy of Music, on Bank street. It was built in 1852, by Charles Foster, who ran it for a short time, and then, on account of bad business, leased it to John A. Ellsler, Jr. On its boards, the most famous actors of the world appeared, and from its stock company many of to-day's great actors were graduated. It was partly destroyed by fire on June 30, 1889, but was rebuilt, only to suffer entire destruction from the same cause, on September 8, 1892. It was again rebuilt, in a cheap way, and is now used as a variety house. Shortly after the building of the Academy of Music, P. T. Barnum started a theatre in the Kelley Block, on Superior street. It was afterwards managed by

A. Montpelier as a variety theatre, until he assumed charge of the Theatre Comique. Then it was converted into offices. The Theatre Comique was built by G. Overacher, in 1848, and was a prosperous theatre until the Academy of Music came into existence, when the competition proved disastrous. It was then run as a variety show by A. Montpelier, and after he retired was continued on the same lines by his successors. It was torn down some years ago.

In 1875, John A. Ellsler, Jr., as before stated, formed a stock company, and built the Euclid Avenue Opera House, at a cost of \$200,000. It was opened September 6, 1875, with Mr. Ellsler as manager, and he continued in charge until 1878, when poor business compelled him to abandon management, and the house. It was then sold at sheriff's sale, to Marcus A. Hanna, its present owner. October 24, 1892, this theatre was destroyed by fire, but it was immediately rebuilt by Mr. Hanna, on a grander scale than before, and was reopened on September 11, 1893.

The Park Theatre, built by Henry Wick & Co., and managed by Augustus F. Hartz, was dedicated October 22, 1883. Fire destroyed it January 5, 1884. It was rebuilt and reopened September 6, 1886. It is now known as the Lyceum Theatre. The Cleveland Theatre was built in 1885, by Charles H. Bulkley, and was formally opened October 19, 1885. It was destroyed by fire December 7, 1891, but was rebuilt at once, and reopened March 21, 1892. The Star Theatre was built by Walde-mar Otis, and was opened September 12, 1887. It was first known as the Columbia Theatre, but took the present title in 1889. The People's Theatre was once a skating rink, but was opened as a theatre January 26, 1885. It was made over, for a business block, in 1887.

Of the minor places of amusement, Case Hall, now turned into offices, was the most famous, and all the great musicians of the past thirty years appeared there. Also there are the Y. M. C. A. Hall, Music Hall, and various smaller halls used for concerts and the like.



The National Centennial year, 1876, was ushered in with a welcome, the like of which the city had never before witnessed, and in which all the people participated. An official invitation had been issued to the public at large, by the mayor and City Council, to attend an informal midnight reception at the City Hall, which was elaborately decorated for the occasion. A clear sky, and weather of almost June warmth, invited to outdoor exercise, and at an early hour of the evening the streets were filled with people. As eleven o'clock approached, a myriad of lights began to show around the Public Square, and when the clock struck, all the lower part of the city burst into a blaze of illumination. The signal was taken up in all directions, and street after street, clear out to the suburbs, added to the brightness and enthusiastic effect of the scene.

On the stroke of twelve, the steam whistles all over the city, broke into one vast chorus of echoing notes. A great cauldron of oil on the Public Square was set ablaze, and the deep boom of the guns was heard. Before the echo died away, a perfect tornado of sound swept in from all quarters, and made the very foundations of the earth seem to shake. The alarm of the fire bells cleft the air with sudden sound, and a dozen church towers gave answer, while the hoarse voices of the steam monsters, the banging of firearms, the popping of firecrackers, and the shouts of thousands of excited people, were added to the chorus, while every now and then the deep boom of the cannon came in as a heavy accompaniment.

The main events of the year thus patriotically ushered in, can be briefly noted. At daybreak, on July 4th, the great steel flagstaff<sup>29</sup> on the Public Square, erected by private generosity, was formally delivered to the city, through Mayor N. P. Payne, and other exercises of a pa-

<sup>29</sup> This is said to have been the first flagstaff of Bessemer steel ever erected. It was the gift of Henry Chisholm, on behalf of the Cleveland Rolling Mill Company; was placed in position near the center of the Square by David Price and James Pannell; and inspired a stirring poem

triotic character marked the hundredth anniversary of the nation's independence. Other features of the year were the opening of Riverside Cemetery, already described; and a Police Life and Health Fund, created by act of the Legislature to provide pensions for disabled police officers, or

aid for the families of those fatally injured in the discharge of duty.



MAYOR NATHAN P. PAYNE.

The year also saw the solution of the problem of electric lighting, by Charles F. Brush, a Cleveland, who, in this year, perfected the dynamo that is the foundation of the lighting system known by his name the world over. Charles F. Brush<sup>30</sup> and his work deserve more than a passing mention, as this great inven-

tion gave him immediate rank among the great inventors of the age. He had commenced life in Cleveland as an

from the pen of F. T. Wallace ("Men and Events of Half a Century"), a stanza or so of which are here quoted:

The banner that a hundred years  
Has waved above our good ship's keel,  
Upheld by oak or mast of pine,  
Now proudly floats from staff of steel.  
Soon Lakeview, Woodland, Riverside  
Will keep the graves where kindred kneel—  
Of all who now salute the stars  
That wave above that staff of steel.  
And in remoter ages still,  
The antiquary's worthy zeal  
Will note the tombs and mural stones  
Of those who gave that staff of steel!

<sup>30</sup> Charles F. Brush was born in Euclid, Ohio, on March 17, 1849. He attended the schools of Cleveland, and pursued a special course at Ann Arbor, Mich., graduating in 1869, as a mining engineer. As a boy, he was always experimenting, and at work with batteries, magnets, and other mechanical and electrical appliances. He never experimented, however, for the mere pleasure of toying with the forces of nature. Each model that found

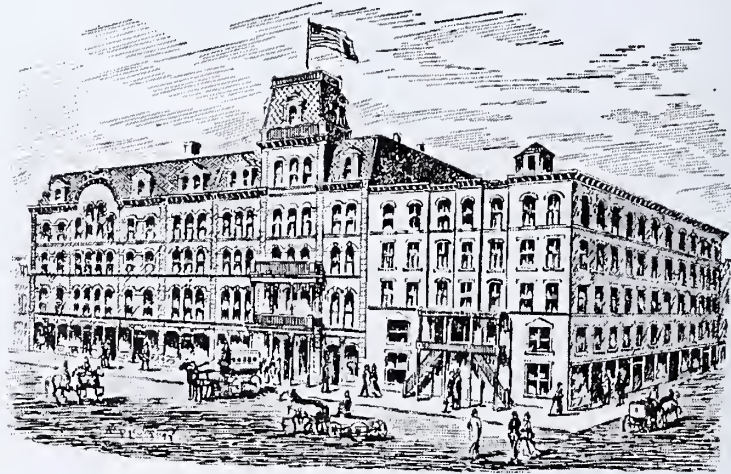
analytical chemist, in 1872, when the Cleveland Telegraph Supply & Manufacturing Company was formed, and being called upon by that organization to do some special scientific work, became deeply interested in the subject of electricity. An arrangement of mutual assistance and co-operation was made between the company and himself, and he set to work to solve the question of electrical lighting. Within a few weeks, he completed his first attempt, performing the greater part of the mechanical labor with his own hands. Before exhibiting it to his associates, he took it out to his father's farm, east of the city, and tested it with a horse-power, used in the farm labor. Having seen it work to his satisfaction, he again loaded it into his buggy, and took it to the Supply works, where it was set up in a corner. It was then put in circuit with a clock-work lamp, and from the first it worked to the perfect satisfaction of all concerned, and for many years afterwards was in constant and practical operation. It is a fact worthy of note, that the Brush machine, of its most successful pattern, showed no change from this first production in the principles of construction or in general scientific plans. This first working machine was constructed without a model, after the plan which had definitely and permanently shaped itself in the inventor's head, before he had made a pattern or lifted a finger toward its mechanical execution. The first machine gave one light of about three hundred candle power. Mr. Brush supplemented the machine with the invention of an accompanying lamp, which was also a marvel of completeness, for the work for which it was intended. Through the commercial enterprise of the Brush Electric Company (which appeared as successor of the organization above named), under the efficient management of George W. Stockly, the new inven-

construction at his hands, must have not only a use, and a power to perform some portion of the world's labor, but also be an answer to some expressed demand. This trait of character has found expression all through the labors of Mr. Brush, and is one of the marks that set him apart from the main body of the world's great inventors.



tion was pushed with great energy, and an immense and wonderfully successful business built up. While the total sales of 1877 reached but thirty-five thousand dollars, those of 1882 had reached over two million.

At the very close of this Centennial year, which had been ushered in amid such rejoicings, there occurred, so near to Cleveland as to become a part of its record, one of the most terrible railroad accidents ever recorded. On the evening of Friday, December 29, 1876, in the midst of a fierce snow and wind storm, a heavily laden passenger train on the Lake Shore & Michigan Southern Railway



FOREST CITY HOUSE, 1876.

went down with the bridge it was crossing, into the ravine of the Ashtabula River, and a hundred and more passengers met instant death, while scores of others were injured. The train was late, and two engines were hardly able to drag it through the blinding storm. It consisted of two express cars, two baggage cars, two day passenger coaches, a smoking car, a drawing-room car, and three sleepers. The passenger cars were all filled with travelers, most of whom were going to, or returning from, events connected with the happy holiday season. The crash came without warning, and in an instant the bridge and train lay a ruin, in the bed of the ice gorge below, and a

moment later fire broke forth, to complete the work of death.

It was a scene that no pen can describe, and there is no need for the re-telling. The citizens and firemen of Ashtabula did all that lay in their power. A relief train was sent as soon as possible from Cleveland. The railroad authorities worked with herculean powers for the relief of the suffering, and the preservation of the remains of the dead. Every house, and office, and saloon, at Ashtabula Station became a hospital for the night. It was an awful night, the cold and storm adding their terrors to those of fire and suffering and death.<sup>31</sup>

The military spirit of Cleveland, seems to have experienced a sudden revival in 1877, if we may judge from the practical results. In that year, the Fifteenth Regiment Ohio National Guard was organized, largely through the efforts of Colonel A. T. Brinsmade, then an aid on the staff of Governor Hayes. It was at first composed of the Brooklyn Blues, the Emmett Guards, the Veteran Guards, the Forest City Guards, the Townsend Guards, and the Buckeye Guards. The regiment was organized in June, with the following officers: *Colonel*, A. T. Brinsmade; *Lieutenant-Colonel*, George A. McKay; *Major*, Henry Richardson; *Surgeon*, John F. Gibson, M.D.; *Assistant-Surgeon*, R. W. Stannard, M.D.; *Adjutant*, George B. Huston; *Quartermaster*, George D. Scott; *Chaplain*, Rev. James A. Bolles. The regiment was soon increased to ten companies, by the accession of the Chagrin Falls Guards, of Chagrin Falls; the Hart Guards, of Elyria; the Berea Guards, of Berea, and the Washington Guards, of Cleveland. The Cleveland Gatling-Gun Battery was also organized in 1877, the citizens of the city having provided two gatling-guns for their use. The first officers were: *Captain*, W. F. Goodspeed; *Lieutenant*, Frank Wilson; *Orderly Sergeant*, Thomas Goodwillie; *Quartermaster-Sergeant*, J. Ford Evans. All of the members were well-known gentlemen.

<sup>31</sup> A complete narrative of this great event may be found in the following work: "The Ashtabula Disaster," by Rev. Stephen D. Peet.

and the aim, from the beginning, has been to keep the battery up to a high standing, in both a military and social way. Still another military organization that saw a beginning in 1877, was the First Cleveland Troop, which was created on September 10. A meeting of a number of citizens was held in Weisgerber's Hall on that date, and was presided over by Colonel W. H. Harris. It was decided that a cavalry company should be formed, and the organization was perfected on October 10th, by the election of: *Captain*, W. H. Harris; *First-Lieutenant*, E. S. Meyer; *Second Lieutenant*, George A. Garrettson; *First Sergeant*, Charles D. Gaylor; *Surgeon*, Frank Wells, M.D. There were forty original members, and the preamble to the constitution declared that the troop was created so that the members might "perfect themselves in horsemanship, in the use of arms, and in military exercise." In 1878, the troop took possession of its own fine brick armory, on Euclid avenue, near Case avenue, and in 1884 removed to more commodious quarters, on Willson avenue. It long since took high rank among the leading independent military organizations of the country.

It was thought, in the summer of 1877, that there would be immediate need not only of the newly organized Fifteenth Regiment, but of such other military assistance as could be secured. The great railroad strike of that year will be long remembered, not only for the actual damage that resulted, but also because of the greater dangers that were threatened. The terrible destruction of railroad property in Pittsburg, by the mob that took advantage of the strike disturbances, caused dismay in other cities to which the strike had extended. It reached Cleveland on July 22d, when five hundred men, in the employ of the Lake Shore & Michigan Southern Railway Company, ceased work, and by their absence, left the business of the road almost at a standstill. Travel and transportation were for the time paralyzed, thousands of men were thrown out of employment, and a state of anxiety as to what might come next prevailed. The strikers themselves were quiet and law-



abiding, and their leaders counseled them to prevent all acts of violence, so far as lay within their power, but there was danger that the lawless and criminal classes might find their opportunity for outbreak, in the public excitement, and the unrest of labor.

The discretion and wisdom of Mayor William G. Rose, and his associates in the city government, were brought into play in a most admirable manner. Counseling peace and moderation, upon the part of all, sympathizing with the railroad men in such demands as were just, and at the same time showing them that violence would not be tolerated; preparing for the worst, and making arrangements to meet it with vigor; they carried the city through two weeks of danger, without the striking of a blow, or a dollar's damage to public property. The authorities made no parade of their preparation; not a drum tap was heard, nor a body of troops seen in the streets. Yet, in police stations, in armories and elsewhere, armed police, militia, independent companies, and volunteer veterans of the war, lay for days upon their arms, ready to crush at one blow the first sign of violence. When the railroads and their men came to terms, all things moved on as before, and Cleveland had no reason for regret, and no bill of damages to pay.



MAYOR W. G. ROSE.

A more attractive picture is that which presents itself in the closing days of 1878, when the people of the entire city turned out to celebrate the completion of that great stone structure which bound the East Side and the West Side in new bonds of union. The two sections, that at one time faced each other across the valley with such bitter rivalry, had become one in interest, and lived in the greatest harmony, and with this new viaduct carrying

travel and traffic across the flats of the Cuyahoga, the one barrier against still closer intercourse was removed.

Naturally, better means of communication between the two sides of the river had been discussed from the days of the great bridge war, and bridge after bridge had been constructed, only to prove that the toilsome ascent and descent of the hills was still an unpleasant feature of travel between the east and the west.

In his annual message of 1870, Mayor Stephen Buhrer urged the construction of a high level bridge, and again referred to it in his communication to the City Council in the year succeeding. In response to these suggestions, the Council passed a resolution appointing a committee to report upon the question of such bridge. A favorable report was made, but a great deal of public opposition was developed against a bridge of the character then proposed. Accordingly, on January 30, 1872, John Huntington introduced in the City Council a resolution for the appointment of a special committee, to take into consideration the construction of a bridge across the river, at Superior street, and to confer with the Cleveland, Columbus, Cincinnati & Indianapolis Railway Company, as to the advisability of sinking their tracks below grade. The resolution was adopted, and entrusted to a committee consisting of Mayor F. W. Pelton, City Engineer C. H. Strong, John Huntington, and H. W. Leutkemeyer.

On March 19, these gentlemen presented their findings to the City Council, in an extended report. They found that two routes were practicable, as follows: From the Atwater Building, Superior street, to the intersection of Pearl and Franklin streets, which would require a continuous high bridge between the points named. Second, from the intersection of Superior and Union streets, to the intersection of Pearl and Detroit streets. They submitted figures showing the cost of each route, and declared that, in their opinion, the Superior and Pearl street route possessed advantages not to be found in any other. They urged its adoption, and suggested that the City Council obtain from

the Legislature such authority as the situation made necessary.

The aid of the General Assembly, therefore, was invoked, and a law was passed authorizing the city to issue bonds to the amount of one million one hundred thousand dollars, for the construction of the proposed viaduct. The question was duly submitted to the voters, and was carried by a majority of 5,451. A contract for the masonry on the West Side was let, when an injunction was obtained by parties opposed to the measure, which tied it up almost completely until 1873. Progress was made slowly, and on May 4, 1876, a special election was held, which decided affirmatively these two questions: Whether toll should be charged, and whether more bonds should be issued for the completion of the work. Legislation was finally secured abrogating the toll decision, and making it a free bridge. When the great and needed viaduct was turned over to the city authorities, on December 27, 1878, it had been four and a half years in building, and had cost \$2,170,000.

The character of the structure can be best understood from the following figures, given by B. F. Morse, who succeeded Mr. Strong as city civil engineer, and who had charge of the enterprise during the greater portion of the time: The Viaduct, from Water street to its intersection with Pearl and Detroit streets, is 3,211 feet in length, and exclusive of drawbridge is 64 feet in width, with a roadway 42 feet wide and sidewalks 11 feet in width. The drawbridge is 332 feet in length, 46 feet in width, with roadway 32 feet wide and sidewalks 7 feet wide. The height of the roadway of the draw above low water mark in the river is 70 feet. There are ten stone arches on the west side of the river, of which eight are 83 feet and two are 97½ feet span. The length of the roadway supported by stone arches is 1,382 feet. The average height of arches above the surface of the ground is 54 feet, and above the pile foundations 76 feet. The total number of piles driven for foundations of arches and river



piles, is 7,279, and, if laid lengthwise, would extend 277,092 feet, or a fraction over 52 miles. There are 80,508 perches of solid masonry in the Viaduct, and 15,500 cubic yards of gravel filling. The approximate weight of materials resting on the pile foundations of the ten arches is 140,000 tons; on the foundation for iron work 12,500 tons, and on the pier that supports the draw, 610 tons.

All Cleveland made holiday on December 28, 1878, when the long-needed and long-wished-for structure was dedicated to the public use. A federal salute at daybreak, from the Cleveland Light Artillery, opened the exercises of the day. At 10.30 a. m. there was a great parade, by the military, uniformed societies, the fire department, and citizens generally, and at 12.30 exercises of a fitting nature were conducted in the old Tabernacle on Ontario street.

Hon. B. R. Beavis presided. Prayer was offered by Dr. Charles S. Pomeroy, and an extended address, covering the history of the structure, delivered by William G. Rose, mayor of Cleveland. An address was also delivered by Hon. R. C. Parsons, succeeded by remarks from Hon. F. J. Dickman, William W. Armstrong, Hon. R. M. Bishop, Governor of Ohio; Governor Matthews, of West Virginia, and others. A banquet at the Weddell House followed in the evening, Hon. Amos Townsend presiding. A number of eloquent speeches were made by prominent Clevelanders, and by distinguished guests from elsewhere.

On the day following, the great bridge was opened for the use of the public, and the East Side and West Side became one in fact, as they had before been in civil and governmental matters.

It was in 1879 that the first steps were taken toward the formation of an organization that has been second only to the Western Reserve Historical Society, in the value of its labors, and in whose publications has been preserved a great amount of valuable historical information, that otherwise would have been lost. This was the Early Settlers' Association of Cuyahoga County, from whose *Annals* I have so freely quoted, in the pages that have

gone before. Through the indefatigable labors of Harvey Rice, and his associates, the story of Early Cleveland has been gleaned in a wealth of detail seldom obtained in matters of that character, and preserved for use and reference through all time.

The idea of such organization found origin in the mind of H. M. Addison, a well-known pioneer, whose interest in all matters of the past has been great and long-continued. In the fall of 1879, he published a number of articles in the daily press of Cleveland, in relation to this matter. His idea, he has since explained,<sup>32</sup> was the cultivation of "an intimate acquaintance with each other," and the perpetuation of "the kindly feelings for which pioneer life was proverbial, and to secure the preservation of much of the unwritten history of our county and its vicinity." To give effect to this idea, Mr.



"FATHER" H. M. ADDISON.

Addison wrote and circulated a call for a public meeting of such as might be interested.<sup>33</sup> The response was general, and on November 19, 1879, a large number of

<sup>32</sup> "Early Settlers' Association of Cuyahoga County, Ohio," by H. M. Addison.—"Magazine of Western History," Vol. VIII., p. 281.

<sup>33</sup> Mr. Addison has related his experiences, in the paper before quoted. He met with very little encouragement, at first. Those to whom he presented it seemed to think—and some said so in so many words—that it would not be a success, and declined signing it until others had done so. On presenting it to the venerable General H. H. Dodge, he said, 'O, get some of *the old folks* to sign it first.' After several similar repulses, Mr. Addison went to the residence of George Mygatt, where he obtained the first signature to the call. On his return, he called on General John Crowell, who was the second one to sign. Among others who signed were John W. Allen, J. P. Bishop, D. R. Tilden, Charles Whittlesey, H. B. Payne, John A. Foot, Harvey Rice, S. Williamson, R. C. Parsons, H. H. Dodge, Geo. C. Dodge, T. P. Handy, Sherlock J. Andrews, J. H. Wade, William Bingham, George B. Merwin, and W. H. Doan.

early settlers gathered at the rooms of the Probate Court. An organization was effected by the selection of John W. Allen as chairman, and H. M. Addison, secretary. It was decided that a society should be formed, under the name above given, and a constitution was adopted which declared that the membership should consist of such persons as had resided within the county for forty years, and which stated the reason for existence in these words: "The object of the association shall be to meet in convention annually, with the view of bringing its members into more intimate social relations, and collecting all such interesting facts, incidents, relics and personal reminiscences, relative to the early history and settlement of the city and county, as may be regarded of permanent value, and transferring the same to the Western Reserve Historical Society, for preservation and for the benefit of the present and future generations."

The first permanent officers were then elected, as follows: *President*, Harvey Rice; *Vice-Presidents*, Sherlock J. Andrews, John W. Allen; *Secretary and Treasurer*, George C. Dodge; *Executive Committee*, R. T. Lyon, Thomas Jones, Jr., S. S. Coe, W. J. Warner, David L. Wightman.

The first annual convention of the association, was held at the Euclid Street Presbyterian Church, on May 20, 1880. From that time until the present these annual gatherings have been held, each a season of great pleasure and profit to all who were permitted to be present. Mr. Rice held the office of president, by successive elections, until his death, when he was succeeded, in 1892, by the election of Richard C. Parsons, who has been continued in the office until the present time.

It is due to the efforts of this association that Cleveland possesses the bronze memorial of the founder of the city, that stands on the southwestern quarter of the Public Square. In a historical address, delivered by Samuel E. Adams, at the first annual convention, he suggested that the association "would do a noble and commendable act were it to inaugurate a project for the erection, in Lake



View Park, of a monument crowned with a statue of General Cleaveland, commemorative of his having founded our beautiful city." A resolution favoring this suggestion was adopted at this gathering.

At the annual meeting of 1883, a resolution was also adopted to the effect that the association "proceed to raise a fund for the purpose of erecting, at some suitable



STATUE OF MOSES CLEVELAND.

point within the City of Cleveland, a life-size statue, in marble or bronze, of General Moses Cleaveland," and also providing for the selection of a committee of three to take the matter in hand. The following gentlemen were appointed: R. P. Spalding, Dudley Baldwin, and Bolivar Butts.

The work was pushed as rapidly as circumstances would

permit, and the completed monument was ready for unveiling on the afternoon of July 23, 1888. (The 22nd, or anniversary of Cleaveland's landing at the Cuyahoga, fell upon the Sabbath.) The members of the association were escorted from Music Hall, where the annual convention had been in session, to the Public Square, by the Cleveland Grays. The exercises were opened by A. J. Williams, chairman of the executive committee, who explained that President Rice could not be present, because of sickness. He then gave the signal, and the flag draping the statue was removed, amid the admiring plaudits of the gathering. An address prepared by the president, was then read by Mr. Williams, the closing words of which contained a formal presentation of the monument to the city.

A graceful response was made by Mayor B. D. Babcock. "As mayor of the City of Cleveland," said he, in conclusion, "in behalf of the people, I accept from you this beautiful and appropriate monument. Here, in the midst of these beautiful surroundings, upon these grounds dedicated forever to the public use, may it ever stand upon its firm foundation, to perpetuate the name and memory of Moses Cleaveland."

The address of the day was delivered in Music Hall, a little later, by Samuel E. Adams. An ode, "Our City's Birthday," composed by Mr. Rice,<sup>34</sup> was sung, and after other brief exercises, the proceedings came to a close.<sup>35</sup>

The monument consists of a circular pedestal of polished granite, seven feet high, surmounted by a bronze statue seven feet and ten inches in height. It was cast in one piece, weighs 1,450 pounds, and is a life-like re-

<sup>34</sup> The opening stanza of the ode was as follows:

" 'Tis here, when nature reigned supreme,  
That General Cleaveland trod the wild;  
And saw an infant in his dream,  
And with his name baptized the child."

<sup>35</sup> The full report of these exercises may be found in the "Annals of the Early Settlers' Association," No. 9, p. 215.



production of General Cleaveland, dressed in the fashion of his day, with a staff in his right hand and an old-fashioned compass clasped in the elbow of his left arm. The total cost was \$4,378.

The death of the younger Leonard Case, and the public announcement of his benefactions, comprised two of the most important events in Cleveland, in the year 1880. In an earlier portion of this record, we have noted the arrival of the elder Leonard Case in Cleveland, his connection with the city's first bank, and the part he took in the city's welfare, as a busy and shrewd man of business. He early saw that Cleveland was destined to become a place

of importance, and made large purchases of land, in what was then the suburbs, and which the rapid growth of the city soon made of enormous value. His elder son, William Case, took an active part in public affairs, filling at one time the office of mayor. The son Leonard was a student and semi-recluse, finding his life and companionship in books, science, literary labors, and

mathematics. Left the sole heir of a large estate, he regarded it as a trust, and when he suddenly died, on January 6, 1880, it was found that he had made his beloved home-city the heir to a princely sum, the use and direction of which had been carefully pre-arranged by himself. On January 11, 1880, Henry G. Abbey, Mr. Case's confidential business agent and personal friend, filed in the County Recorder's office a deed which had been executed by Mr. Case some time before (in 1876), which conveyed to Mr. Abbey over one million dollars' worth of property, to be held in trust, for the eventual establishment of an institution to be known as "The Case School of Applied



LEONARD CASE, JR.



Sciences." The deed conveyed the City Hall, and the land on which it stands, the block on which the old Case residence stood, and other tracts on St. Clair street, on Case avenue, and on Beech street. His donations to other institutions during his life-time had been munificent, one of which, that of Case Block, has been related already.

In his deed of conveyance, the founder declared that in

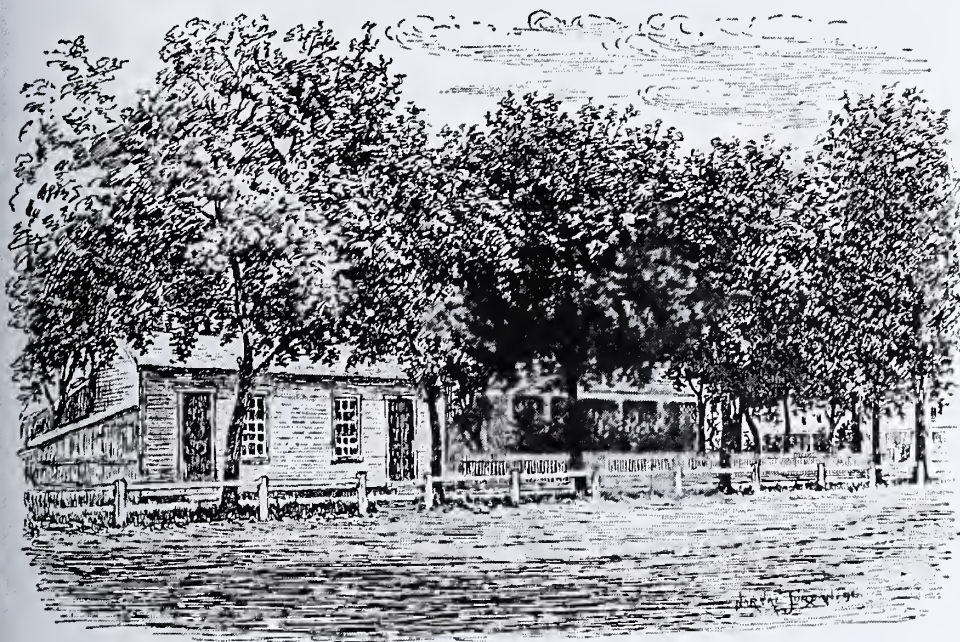


CASE SCHOOL OF APPLIED SCIENCE.

Case School should be taught mathematics, physics, engineering, mechanical and natural drawing, metallurgy and modern languages. The school was duly incorporated and organized on a small scale, in 1881. Its first sessions were held in the Case residence, on Rockwell street, and, in 1885, it was transferred to an elegant building, constructed for its use, in the East End, opposite Wade Park.

This building was greatly damaged by fire in 1886, but was restored. The growth of its usefulness and influence has been sure and steady, from the very beginning.

It would be an inexcusable oversight to dismiss mention of the Case family, without reference to that unchartered, unorganized organization, if the term may be permitted, of which the Case brothers, William and Leonard, were the sponsors and generous patrons. It was one of the most unique social clubs in the world, possessing no constitution and no officers, and known in local history for a



"THE ARK."

half century and more, under the brief but expressive name of "The Ark."

The elder Leonard Case was the owner of a small wooden building that stood near the Case homestead, upon a portion of the ground now occupied by the Post-Office and Custom House. Along in the thirties, he abandoned its use as an office. His son William took possession, built a small addition in the rear, and gradually filled it with specimens of birds and animals, which he and his associates had shot and mounted. His friends were among



the leading young men of the city, chosen because of tastes similar to his own, and their familiarity with the gun and rod. They met in the little building, in the evening, for reading, conversation, and healthful social diversion; and gradually the name which had been bestowed upon the structure — the Ark — became, by an easy transition, that of the company which it sheltered. A list of these original "Arkites" is as follows: William Case, Leonard Case, Dr. Elisha Sterling, Stoughton Bliss, Col. E. A. Scovill, George A. Stanley, Bushnell White, Capt. B. A. Stanard, Dr. A. Maynard, D. W. Cross, Henry G. Abbey, R. K. Winslow, J. J. Tracy, John Coon.<sup>36</sup>

When the Post-Office building was erected, the "Ark" was removed to the lot now occupied by the Case Library Building. It was again taken farther west, to the site of the present City Hall. When it was finally demolished, a portion of its timber was made into tables and other fixtures for the new "Ark" headquarters, which Leonard Case had provided in the Case Library Building.

Several years before his death, Mr. Case deeded the free use of these rooms, and their contents, to the gentlemen then composing the club, for their use, and to that of the last surviving member. Upon his death, the property was to go to Case Library. The gentlemen named in this deed were: Charles L. Rhodes, Seneca O. Griswold, David W. Cross, Herman M. Chapin, Edward A. Scovill, William H. Sholl, James J. Tracy, Stoughton Bliss, Levi T. Scofield, Rodney Gale, Jabez W. Fitch, Henry G. Abbey, Bushnell White, Benjamin A. Stanard, John Coon.<sup>37</sup>

<sup>36</sup> The accompanying illustration, "A Meeting at the Ark," was taken from a painting which William Case ordered, in 1858. It is a portrait group of the original Arkites, in their characteristic attitudes, as they stood or lounged about the room.

<sup>37</sup> "The Ark has a history. These two remarkable men (William and Leonard Case), who were the founders and promoters of the Ark, and all that accumulated around, and in time grew out of it, ultimately achieved their grand designs, in establishing the Kirtland Society of Natural Science, the Case Hall, its receptacle; the Case Library, and, above all and finally, the Case School of Applied Sciences."—"The Log Book," by D. W. Cross.—"Magazine of Western History," Vol. IX, p. 686.





1 2 3 4 5 6 7 8 9 10 11 12 13 14

### A MEETING AT "THE ARK."

1. Dr. Elisha Sterling. 2. Capt. B. A. Stanard. 3. Jas. J. Tracy. 4. Dr. A. Maynard. 5. William Case. 6. Bushnell White. 7. D. W. Cross. 8. Leonard Case.
9. E. A. Scovill. 10. George A. Stanley. 11. Stoughton Bliss. 12. Rufus K. Winslow. 13. John Coon. 14. Henry G. Abbey.





At this writing (October, 1896), the only survivors of the original "Arkites" are John Coon and James J. Tracy. Levi T. Scofield, one of the survivors of those later members to whom the deed mentioned above was made — called by Leonard Case "the regulars" — has furnished me with the following information as to the present status of this unique organization: "I was not one of the original 'Arkites,' being only seventeen years of age when the painting of the 'Ark' interior was made, and was not one of the regulars, until my return from the war, in 1865. There is still an enthusiastic interest in the 'Ark,' and the attendance is just as regular as it has been during the past sixty years; but, I am sorry to say that during the past two years the only attendant has been the writer, who has rather a doleful time every night playing solitaire, and thinking of the old boys who are gone."

Another great educational institution was added to Cleveland's growing list, in 1880. Amasa Stone, a millionaire railroad builder and capitalist, made a proposition that resulted in removing the old and famous Western Reserve College<sup>38</sup> from Hudson, Ohio, to this city. His offer was as follows: He would give the institution five hundred thousand dollars, — one hundred thousand to be used for buildings, and the rest as an endowment. — provided the college should be removed to Cleveland; that the people of the city would provide the needed grounds,

<sup>38</sup> This college came into being in answer to a demand of the New Englanders of the Western Reserve. In 1801, the territorial Assembly was petitioned, by residents of this section, for a charter for a college, to be located on the Western Reserve. This was refused. In 1803, the first General Assembly of Ohio incorporated the Erie Literary Seminary, composed of residents of Trumbull County, which then comprised the entire Western Reserve. Under this charter, an academy was established in Burton, in 1805. Out of this institution grew another, the charter of which was granted in 1826, and the corner-stone of the first building was laid at Hudson, on April 26th of the same year. The first students of this Western Reserve College were received in December, and temporarily instructed at an academy at Tallmadge. In 1827, the new building at Hudson was occupied, and the preparatory department established. These facts are taken from "A History of Western Reserve College," by Rev. Carroll Cutler, D.D.



and that the name should be changed to the Adelbert College of Western Reserve University.<sup>39</sup> This generous proposition was accepted, new buildings were erected near Case School, the institution was strengthened in many ways, and in the autumn of 1882, the old college entered, with renewed vigor, again upon the grand work it had for so many years successfully pursued.

That work has been enlarged and broadened, until this university is recognized as one of the great educational forces of the Middle West. As has been well said, "Western Reserve University is one of the oldest, and one of the newest, institutions of learning. Its oldest department was founded in 1826, its newest in 1892." It was organized as a university in 1884, and consists of seven departments and two preparatory schools. The two last-named are the Western Reserve Academy, at Hudson, O., and the Green Spring Academy, at Green Spring, O. The departments are: Adelbert College, established in 1826; College for Women, in 1888; Graduate School, in 1892; Medical School, in 1843; Law School, in 1892; Dental School, in 1892; Conservatory of Music, in 1871.

The College for Women, which was opened in September, 1888, was not wholly a new college, as it shared the rights and advantages of an educational foundation going back to 1826. The buildings were opened in September, 1892. When President Charles F. Thwing came to the university, he found that a law school, on a plane with the other branches of the college, was a crying need. He set to work, and on September 25, 1892, the school was founded. It had not been in existence three months,

<sup>39</sup> "Soon after the war closed, he (Mr. Stone) met with a great misfortune, in the death of his only son, Adelbert Barnes Stone, a youth of the most amiable character, and the highest promise, who was drowned while bathing in the Connecticut river, being at the time a student of Yale College. . . . On condition that the Western Reserve College at Hudson should remove to Cleveland, and assume in its classical department the name of his lost and lamented son, he endowed it with the munificent sum of half a million dollars, which, at his desire, after his death, was increased by his family to the amount of six hundred thousand dollars." "Amasa Stone," by John Hay.—"Magazine of Western History," Vol. III., p. 110.

when Mrs. Franklin T. Backus, who wished to make a fitting memorial to her husband, a famous jurist, gave the school \$50,000. In recognition of this princely gift, the school was called The Franklin T. Backus Law School of the Western Reserve University. The members of the local bar have also made generous donations. The course is three years, and is modeled largely on that of Harvard.



ADELBERT COLLEGE.

The university has recently come into possession of a handsome and commodious library building, through the generosity of H. R. Hatch. It consists of a main building, thirty-three feet by ninety-four feet in size, two stories high, with east and west wings, each twenty-seven feet by thirty-seven feet in size, one story high. It is built of Ohio sandstone. It has a capacity of 118,000

books. The new building, to which the trustees insisted that the name "Hatch Library" be given, was dedicated on June 15th, 1896.

The origin and early history of the Medical College have been given in an earlier portion of this work. The Cleveland Medical College, as the medical department of Western Reserve College, graduated its first class in 1844. In 1884, by reason of the change in the college, it became



THE UNIVERSITY SCHOOL.

the Medical Department of Western Reserve University.

Among the prominent educational institutions of these later days, must be enumerated the University School. A movement was set on foot, in 1890, by a number of leading citizens, for the establishment of a school where young men might be prepared for college, or for professional occupations. A large and well-equipped building, on



Hough and Giddings avenues, was the outcome. This was ready in 1891, and since then, a model institution has been carried on along the lines above indicated, with efficient literary, scientific and manual training departments.

Still another important enterprise, that found its origin in the generosity of a prominent citizen of Cleveland, was the Cleveland Music Hall and Tabernacle, on Erie and Vincent streets. William H. Doan, in the early part of 1881, donated the lot upon which the building now stands, and added a gift of ten thousand dollars, for the construction of a great hall, to be used for such musical, moral and religious meetings as needed unusual space. The title of the property was to be vested in five trustees, three of whom were to be chosen by Mr. Doan or his heirs, and two by the Cleveland Vocal Society. A commodious structure, capable of seating 4,300 people, was erected, at a cost of \$51,333, and has, by its continual usefulness, proven the wisdom and foresight of its generous founder.

For the second time in her history, Cleveland was called upon to prepare, in 1881, a temporary resting place, in the Public Square, for a murdered and a martyred President. James A. Garfield had grown very near to the hearts of her people, and the tributes paid his memory, upon that sad occasion, were inspired not alone by respect for his great office, but also by love of the neighbor, and the man.

While Garfield represented a neighboring district, during his long career in Congress, he was regarded by the press and people of Cleveland as in part theirs also, and nowhere were his political and intellectual achievements hailed with more joy than here. When the word was flashed down from Chicago,<sup>40</sup> on that memorable 8th of

<sup>40</sup> Cleveland has not, as yet, been especially noted in the line of political conventions, beyond those of a local or State character, although one of the most popular convention cities in the country, in the way of gatherings of a miscellaneous character. She had, however, the somewhat doubtful honor of being chosen for the holding of a convention of those who, in 1864, opposed the re-nomination of Mr. Lincoln, on the ground

June, 1880, that the favorite son of Ohio was to be the Republican banner-bearer for that year, the general joy was great, and men of all parties were ready to extend their congratulations, and give him welcome. A reception was tendered him, by apparently the entire city, when he reached here on the 9th, the animating spirit of which was well stated in Garfield's own words: "I know that all this demonstration means your gladness at the unity, and harmony, and good feeling, of the great political party, and in part your good feeling toward a neighbor and an old friend."

All through the memorable campaign that followed, the real Garfield headquarters were in Cleveland, although the General remained, for the greater part of the time, in Mentor. Men, money, brains, political experience, endless industry, were all here, as in a great reservoir, from which he could draw, as needed; and Cleveland took unto herself some degree of pride, and yet more pleasure, when he was declared the President-elect, and sent to sit in the chair of Washington and Lincoln.

When the terrible news of the tragedy of July 2nd, 1881, was received here, the whole city became a house of mourning, and the hearts of our people were with the sufferer, until there came that later message of September 19th, to the effect that the President was no more. At eleven o'clock at night the bells were tolled; the Light Artillery noted each half hour of the night, by the solemn booming of the guns; the mayor, on the morning following, asked, by proclamation, that from noon onward, all places of business should be closed.

It had been the expressed wish of Garfield, that beau-

that he was too conservative in the conduct of the war. On May 31st of that year, a small, but radical, wing of the Republican party held a convention here, which placed in nomination John C. Fremont and John Cochrane, upon a platform that demanded a more determined prosecution of the war, and the confiscation of the estates of those in rebellion, which were to be distributed among the soldiers and settlers. General Fremont accepted the nomination, but upon finding that the movement was not actively supported, withdrew, in the September following.

tiful Lake View Cemetery should be his final resting place, and, accordingly, he was brought here for burial. A pavilion, for the reception of his remains, was built upon the Public Square, and there he was temporarily laid, on Saturday, September 24th. For two days the body lay in state, with a guard of honor ever present; while thousands and thousands of mourners passed by, for a final glance at the one they had come to know so well. The final services were held on Monday, the 26th. A hundred thousand people came to the city, and twice that number were reverent witnesses of the ceremonies.

These were conducted by Dr. J. P. Robison. A hymn was sung by the Cleveland Vocal Society. A selection from the Scriptures was read by the Right Rev. G. T. Bedell, and prayer offered by Rev. Ross C. Houghton. An address was delivered by Rev. Isaac Errett, of Cincinnati, who had been one of Garfield's life-long friends. When he concluded, Rev. Jabez Hall read Garfield's favorite hymn, which was then sung by the Cleveland Vocal Society, and prayer and benediction, by the Rev. Charles S. Pomeroy, followed.

At twelve o'clock, the great procession and escort of honor—some five miles in length—was formed, and moved out to Lake View Cemetery, where further services were held, and the honored remains found a temporary resting place in a vault, until the tomb, which the people had already decreed should be erected for him, should be ready for occupancy.

When it was learned that President Garfield would be buried in Lake View Cemetery, a movement was at once set on foot to raise funds for a fitting monument. A meeting was held, and J. H. Wade, H. B. Payne, and Joseph Perkins were made a committee to solicit money from the entire nation for this purpose. Through the public press, through circulars, and other proper means that suggested themselves to the enterprising committee, the country was called upon to contribute to this praiseworthy purpose. It was found, however, that the importance of



the undertaking demanded a more businesslike system than had yet been employed, and, in June, 1882, the Garfield National Monument Association was incorporated, under the laws of Ohio. It was composed of the following prominent Ohioans: Governor Charles B. Foster, ex-President Rutherford B. Hayes, Senator Henry B. Payne, J. H. Wade, Joseph Perkins, T. P. Handy, D. P. Eells,



THE GARFIELD MONUMENT.

W. S. Streator, J. H. Devereux, Selah Chamberlain, John D. Rockefeller, John Hay, and J. H. Rhodes. On July 6, 1882, an executive committee, with J. H. Rhodes as its secretary, was formed. Active measures were at once taken, and soon the sum of \$150,000 was at the disposal of the association. Of this, Cleveland contributed \$75,000; Ohio, \$14,000; New York, \$14,000; Illinois,

\$5,500; Iowa, \$3,000; Pennsylvania, \$1,800; Wisconsin, \$2,000; Maine, \$1,600; Kansas, \$1,500; Indiana, \$1,400; Connecticut, \$1,000; Montana, \$1,900. The rest came, in varying sums, from the other States and Territories. In June, 1883, a committee composed of Joseph Perkins, H. B. Hurlburt and John Hay, issued an invitation to architects and artists to submit plans for the monument. Prizes of \$1,000, \$750 and \$500 would be awarded. More than fifty designs were submitted. They were examined by Henry Van Brunt, of Boston, and Calvert Vaux, of New York, the most eminent architects in the country. Each made a separate trip to Cleveland, and an individual decision, but both selected the design of George Keller, of Hartford, Connecticut, and on July 21, 1883, it was formally accepted. In October, 1885, the contract for masonry was given to Thomas Simmons. Work was started, in due season, but a rumor was soon current that the foundations were insecure. Finally, the local Civil Engineer's Club made an examination, and reported that all was safe. A like report was also made by General W. J. McAlpine, of New York, a national authority on foundations. Notwithstanding this, the committee, at its annual meeting in 1886, changed the design, reducing the height of the tower from 225 feet to 165 feet, and supplanting the castellated form with a conical roof.

May 30, 1890, the monument was formally dedicated. President Benjamin Harrison, Vice-President L. P. Morton, and a host of other celebrities, were present. The ceremonies were held in Lake View Cemetery. They were simple, but impressive. Ex-President Hayes presided, the opening prayer was made by Bishop Leonard, and ex-Governor Jacob D. Cox, the orator of the day, made an eloquent address. Brief speeches were also made by Vice President Morton, Governor J. D. Campbell, General William T. Sherman, Secretary William Windom, Attorney-General Miller, Secretary Rusk, Bishop Gilmour, General Schofield, and Hon. William McKinley. Then the Knights Templar, of the Grand Com-

mandery, concluded the ceremonies, with their impressive service. There were over 5,000 men in line for the procession.

The monument is erected in the loftiest and most beautiful spot in Lake View Cemetery. Its shape, for the most part, is that of a tower, fifty feet in diameter. Steps lead to the landing, which is constructed about the base of the building. A romanesque porch supports the tower. Below the porch railing, there is an external decoration, a frieze of historical character, showing in its five panels characteristic scenes from Garfield's life. The great doors of oak open in a vestibule vaulted in stone, and paved with mosaic. From this, spiral staircases ascend the tower, and descend to the crypt. In this crypt is the casket containing the coffin. Opening from this vestibule, is the chamber where the statue, by Alexander Doyle, of New York, stands. It shows Garfield in the House of Representatives. Over the statue, supported by granite columns, is a dome twenty-two feet in diameter, which is decorated with a marvelous frieze of Venetian glass, showing an allegorical funeral procession of the dead President. The tower has thirteen magnificent memorial windows, from the original thirteen States. The monument is built of native sandstone.



## CHAPTER XVII.

1880—A WONDERFUL DECADE—1890.

In a record of this character — a history of the creation and growth of a great city,—the individual of necessity disappears as the many appear, and incidents of a personal nature give place to events of sufficient importance to be of interest to all. Generalization, therefore, replaces specifications. Lorenzo Carter, in the Cleveland of 1800, was larger, relatively, than any one man could be in Cleveland to-day. James Kingsbury, sitting with gun in hand, on a log in the snowy silence of the Conneaut woods, waiting for some stray bird or beast, whose flesh could save the life of his wife, was a picturesque figure, because he was a solitary speck upon a bleak and inhospitable pioneer landscape;—the picture, in all these cases, is striking, because of its setting, and also because of the time that has passed, and the things that have been done, since it was drawn.

The life of a pioneer village is told in these incidents; that of a great city by its achievements, and the impress it has made upon the civilization of which it is a part. A bird's-eye view should, therefore, be taken from time to time, that advances may be noted, and a full understanding had, of the uses made of the natural and artificial opportunities at hand.

The early days of that decade running from 1880 to 1890, seem a fitting point for a brief retrospect of this character. It was the duty of the writer to prepare a somewhat extended paper upon Cleveland at that period,<sup>41</sup> in which these words were used: "The history of Cleveland has been that of all great cities. There have been

<sup>41</sup> "The Forest City: A Picture of the Past, Present and Future of Cleveland;" by J. H. Kennedy.—"Chicago Inter-Ocean," March 31, 1883.

many times, when her growth was so slow, and uncertain, that she gave promise of no great development, but some unexpected season of general prosperity would arise, some new avenue of business would open, or some new railroad come in to add to the territory open to her enterprise. The last stage of doubting was passed, years ago,



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and now it seems impossible for anything to arise that can stand as a bar to her progress. Her population is so great [police census enumeration for 1883 gave 194,684], her invested capital so immense, her footing so firmly established, in the line of manufacturing, and her lines of communication with producing and purchasing centers so well developed and maintained, that it would be diffi-

cult for any disaster to crush her, or any rivalry to break her hold. In short, the visitor who looks about the place says to himself: 'The signs indicate a transition state from the higher degrees of villagehood, and a passage to the glory and vigor of cityhood.' The fact is, that a new spirit of enterprise, of improvement, and of push, has been breathed into the business men and the men of money, and the last suggestions of old-fogyism are being blown to the winds." Let Greater Cleveland witness whether there was a touch of prophecy in that statement of thirteen years ago.

Suppose that visitor of 1883 had come into the city from the old "Pilgrim's Rest," up by Tinker's Creek, and followed the wandering Cuyahoga River in its course, what would he have seen?

In that sometimes murky and clouded valley of the river, he would have found the industrial heart, and a great portion of the manufacturing strength of Cleve-

land. Hundreds of acres, stretching from the lake front to the outer city limits, would have been seen covered with shipyards, lumber-yards, planing-mills, freight-depots, roundhouses, iron-mills, furnaces, oil-works, factories, in which were made almost all the things possible in wood or iron, or a combination of the two; chemical-works, foundries, fertilizing-works, brick-yards, and a thousand and one small concerns, that worked into commercial value the refuse from the larger neighbors about them. This valley, better known as "The Flats," would have been seen moving day and night,—as it still moves,—with the motion of ten thousand machines. All the railroads dipped into it, carrying millions of loads of material in the year, and taking forth uncounted loads of goods, ready for the market. Rail and water communication were both at hand, and side-tracks interlaced almost every acre of its territory.

Moving to the left, the visitor would have found, branching to the west from the valley, and followed by the track over which the Cleveland, Columbus, Cincinnati & Indianapolis Railroad, and the Lake Shore & Michigan Southern Railroad's western division ran, a small and sluggish stream — Walworth Run — marking the dividing line between the West Side and the elevated plateau locally described as the South Side. That run would have been found crowded, for a mile and a half, with pork and beef slaughter-houses, woolen-factories, ice-houses, and various concerns of a similar character. Still further up the Cuyahoga Valley would have been found another artery, by which a stream of business of diverse kinds worked its way into the central heart. At the junction of Kingsbury Run with the Cuyahoga River were seen the works of the Standard Oil Company, covering many acres, and pouring a wave of smoke into the sky. Further up the run, were a dozen other refineries and works, taking the refuse of the crude oil, after the burning fluid had been extracted, and putting it upon the market, in such forms as paraffine, naphtha, gasoline, etc. Still further



up, were other refineries, and where the run crossed the Cleveland & Pittsburg Railroad tracks, could be found a wilderness of tanks, and stills, and oil-houses, showing where a host of smaller refineries had made a stand against the Standard — some of them afterwards to succumb and sell out, some to stand idle, and others to keep up the struggle.

The annexation of East Cleveland and Newburg, brought into the city limits many farm lots, which, added to the acres and acres held vacant right in the best part of the city, by the Payne and Case estates, gave to Cleveland, even of 1876 or later, the appearance of a series of detached villages, where much growth would be necessary before it could justify its widely-extended boundary lines.

Much of this had been changed, in the half-dozen years preceding the date at which our visitor is supposed to have taken his bird's-eye view (1883). Hundreds of residences, and scores of business blocks, and factories, had crowded in upon the vacant spaces. The death of Leonard Case had thrown the immense Case commons into the market. The large Water Cure tract had been allotted and sold; the wide vacant spaces along the Cleveland & Pittsburg Railroad tracks, from Case avenue to Newburg, had been covered with factories and oil works; many great business blocks had given the older part of the city a metropolitan appearance.

This brief review can be completed, by quoting a summary of the business of Cleveland, at this date, from the article to which reference was made a few pages before: "An early start had something to do with Cleveland's growth, but location has a great deal more. The city is the nearest and most convenient point where the iron ores from Lake Superior can be met by the limestone, coke and coal needed to the making of commercial iron. The fleet of vessels that are engaged in the carrying of this ore to Cleveland harbor demonstrates this fact, as nothing else could. The furnaces, rolling-mills, steel-mills, and scores of factories, for special iron goods, that

can be seen in all parts of the city, prove that fact to a certainty. The ore is met here by the coal from the Mahoning, Massillon, Tuscarawas and Pennsylvania districts, and the limestone from the Lake Erie islands, and the south Lake Erie shores. No better distributing point could be discovered; land is comparatively cheap, and taxes comparatively low. All these things have united to develop enterprise here at home, and invite it from abroad." A few condensed figures from Cleveland's commercial record of 1882 will show the truth of the above:

Iron and steel products . . . . .	\$ 4,800,000
Sales of stoves . . . . .	1,350,000
Railway equipments . . . . .	12,000,000
Nuts, bolts, etc. . . . .	2,300,000
Machinery . . . . .	42,000,000
Manufactures of brass . . . . .	850,000
Sales of dry goods . . . . .	8,000,000
Sales of groceries . . . . .	8,000,000
Paints and varnishes . . . . .	500,000
Boot and shoe business . . . . .	3,500,000
Electric light business . . . . .	2,000,000
Hardware business . . . . .	1,000,000
Cars and bridges . . . . .	950,000
Clothing, woolens and cloaks . . . . .	6,950,000
Millinery and fancy goods . . . . .	3,800,000
Steel springs . . . . .	350,000
Carriages . . . . .	800,000
Furniture . . . . .	1,500,000
Fertilizers . . . . .	500,000

These figures cover, of course, only the leading industries, as there was an endless variety of small occupations, of which no census could be taken. Over 1,000,000 tons of coal were handled, in 1882; over 7,000,000 barrels of crude oil refined into various products; 4,500,000 barrels made; over 600 tons of fresh fish handled; 200,000,000 feet of lumber handled; nearly 2,000,000 pounds of tobacco manufactured; 300,000 barrels of flour made. The report of the Cleveland Custom House, for 1882, gave the following totals of the business done through the harbors of Cleveland, Lorain, Conneaut, and Ashtabula — the three

last named being in this district, and furnishing a comparatively small portion of the total: Receipts, coastwise, \$54,480,006; shipments, coastwise, \$36,449,853; foreign entered, \$586,207; foreign cleared, \$440,354; coastwise vessels entering during the year, 4,374, of a tonnage of 1,927,863; cleared coastwise, 3,938, of a tonnage of 1,825,218.

Passing from this summary, once more, to the detailed record, we find one main point of interest connected with an important change of management of the public schools. We have seen the superintendency of Andrew Freese, followed by those of L. M. Oviatt, of Anson Smyth, and of Andrew J. Rickoff, whose term of superintendent extended from 1867 to 1882. Mr. Rickoff's services to our public school system can hardly be overestimated. Spurred on by his energy, a large number of excellent school buildings were erected, several of them after plans of his own. The course of study was systemised and improved; the classification of pupils was revised, twelve grades being placed together in three main groups—Primary, Grammar, and High School grades; separate schools for the sexes were abolished; women principals were employed; the city was divided into districts, each being under the direct care of a supervising principal; German was introduced into the course of study; and more direct attention paid to music and drawing.<sup>42</sup> The Normal (now Training) School was established, for the purpose of furnishing the schools with well-trained and thoroughly-equipped teachers.<sup>43</sup> During Mr. Rickoff's

<sup>42</sup> The able corps of assistants who aided in this work of placing the schools of Cleveland upon a modern basis were: H. M. James and L. W. Day, supervising principals; L. R. Klemm and A. J. Esch, special superintendents of German; Harriet L. Keeler and Kate S. Brennan, supervisors of primary instruction; Frank Aborn, special teacher of drawing; N. Coe Stewart, special teacher of music; A. P. Root and A. A. Clark, of penmanship.

<sup>43</sup> The great value of this school was shown by Superintendent Hinsdale, who said in his report for 1886, that of the 603 teachers in the schools in the year before, 240 were graduates of the Normal School; that the



administration, the number of teachers in the schools increased from 123 to 473; and the pupils from 9,643 to 26,990. It was generally admitted that the schools of the city had reached a high grade of efficiency. A diploma was received from the Vienna Exposition, for a display of plans of buildings; the Cleveland schools were placed at the head of the list, in a report to the committees of



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Council on Education for England; the French Commissioners placed the Cleveland schoolhouses ahead of all American competitors; while one English expert declared with enthusiasm, that Cleveland had the best schools in

school had "strongly tended to raise the standard of general culture and of professional ability of the teachers." The successive principals of this school have been: Alexander Forbes, Elroy M. Avery, Oliver Arey, Ellen G. Reveley, and Lemira W. Hughes.

the world. The work of the Cleveland schools stood in the first rank, in the educational exhibits of the Centennial Exposition of 1876.

On the retirement of Mr. Rickoff, he was succeeded by B. A. Hinsdale, whose administration extended from 1882 to 1886. The new incumbent was widely known, as president of Hiram College, and as a writer upon educational and historical subjects. He attempted no marked changes of management, following the general lines laid down by his predecessor; but endeavored to keep clear of routine methods of thought and instruction—giving the pupils not only good teaching, but leading them to think and reason upon their own responsibility; make the system more elastic, and freer from set rules of instruction. The main features of his administration can be learned from the following figures: The increase in the number of pupils, from 1882 to 1886, was from 26,990 to 32,814; fourteen fine school buildings were erected; the night schools increased from one to nine; and the average attendance, in all of the schools, was materially increased.

Superintendent Hinsdale was succeeded, in 1886, by L. W. Day, who had been for years an efficient supervisor of instruction. The later superintendents have been as follows: Andrew S. Draper, 1892 to 1894; L. H. Jones, 1894 to date. The changes, in time past, in the management of the schools have been noted already, and yet another was made on March 8, 1892, when the Ohio Legislature passed an act, providing for the reorganization of the Cleveland Board of Education. It was decreed that all legislative authority should be vested in a school council of seven members, elected at large, and all executive authority in a school director, who also should be elected by popular vote. All subordinates were to be appointed by the director, with the exception of the teachers, who were to be selected by the superintendent of instruction, who, in turn, was to be chosen by the school director. The city auditor, city treasurer, and corporation counsel, were to occupy the same respective re-



lations to the school department. On March 17, 1893, the Legislature passed an act establishing a sinking fund, to provide for the then outstanding bonded indebtedness of the school department. The following gentlemen were appointed members of the board of commissioners having that fund in charge: S. W. Sessions, Myron T. Herrick, Albert L. Withington, William F. Carr, and William J. Morgan.<sup>44</sup>

A leading event of 1883 was the campaign so vigorously carried on, with Cleveland as headquarters, for the passage of an amendment to the Constitution of Ohio forbidding the liquor business. The Woman's Christian Temperance Union of Ohio had urged the matter with such vigor that the Legislature submitted to the people two amendments to the Constitution, one removing from that document the declaration that there should be no liquor licenses granted in the State, and placing the whole matter in the hands of the Legislature, and the other totally forbidding the making or selling of intoxicating liquors to be used as a beverage.<sup>45</sup>

The temperance women of Ohio went to work to persuade the voters to support this Second Amendment. The State headquarters of the union were in Cleveland, with Mary A. Woodbridge in charge. The local union worked with earnestness in assistance, under the guiding spirit of F. Jennie Duty, one of the early "crusaders," and a foremost spirit in the founding and management of the Friendly Inns.

The campaign was conducted with an earnestness and

<sup>44</sup> The figures here given are from the annual report of the school department for the year ending August 31, 1895: Enumeration of children of school age, 91,453; registered in the elementary and high schools, 48,345; attending the Normal Training School, 231; average daily attendance in all the schools, 36,540; average number of teachers employed during the year, 1,048.

<sup>45</sup> The wording of this proposed amendment was as follows: "The manufacture of and traffic in intoxicating liquors to be used as a beverage are forever prohibited; and the General Assembly shall provide by law for the enforcement of this provision."



effective vigor that was an object-lesson to politicians of the other sex and of more extended political experience. Mass meetings were held in the Tabernacle every Sabbath evening. Services were held in the churches on Sabbath mornings and week-day evenings, at which the Second Amendment was preached about and prayed over. Out-door meetings were held again and again. "Second Amendment" wagons were sent about the streets to attract attention to these gatherings; the "Second Amendment Herald" was founded, and its circulation reached many thousands. Active organizations were formed in



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every ward, women were pledged to work all day at the polls; pamphlets, circulars, and tracts were prepared and sent out, by hundreds of thousands.<sup>46</sup>

The services of a great many men in sympathy with the movement were enlisted, and an advisory committee was formed, consisting of the following well-known gentlemen:

Joseph Perkins, J. D. Rockefeller, E. C. Pope, W. H. Doan, J. B. Meriam, Edward S. Meyer and Alva Bradley. Mr. Perkins and Mr. Rockefeller gave not only of their time and advice, but also quite largely of their money, to aid a cause in which both took such personal interest.

Election day arrived, and the great question was put to the decisive test of the ballot box. The excitement and labor in Cleveland were duplicated in all parts of the State. "In thirteen wards in this city," writes Miss

<sup>46</sup> "In ten weeks," says one historian of this great movement, "1,372-370 pages of Second Amendment literature was given out by the Cleveland W. C. T. U." This is from an article entitled, "History of the Second Amendment Campaign in Cleveland," by F. Jennie Duty, in "Amendment Herald" of March 13, 1884.

Duty, in the account heretofore referred to, "the women were at the polls on election day. They had rented stores, or obtained rooms in houses opposite or very near the polling places, and fitted them up for W. C. T. U. headquarters. These were decorated, in a womanly fashion, with banners, mottoes, flags and flowers. This was accomplished the day before election, and at six o'clock the next morning the women were at the polling places. In a few wards they did not go out upon the sidewalk, but remained within their headquarters, served lunches to the workers, and talked with those who came to them."

So far as practical results were concerned, this earnest labor went for naught. Both amendments were lost, the vote in the State standing as follows: Whole number of votes cast in the State, 721,310; for the First Amendment, 99,849; for the Second, 323,189. The whole number of votes cast in Cuyahoga County: 39,514; for the First Amendment, 2,850; for the Second, 12,954.

A great flood in the Cuyahoga Valley, accompanied by fire, was also among the events of importance in 1883. Heavy rains in early February had swollen the river to many times its usual size, and a rise of ten feet in near twice that many hours caught many unawares, and almost at one sweep lumber, to the value of three hundred thousand dollars, was swept out into the lake. Damage was done all over the Flats, bridges carried away, railroad embankments washed out, vessels wrecked, and, finally, damage by fire. A tank of five thousand barrels of oil blew up in the Great Western Oil Works, and the burning oil spread over the rushing waters. Next below were the paraffine works of Meriam & Morgan, which were set on fire by the burning oil; and the destruction of the immense works of the Standard Oil Company seemed imminent. Some of the outworks were burned, and only a culvert that had become gorged with lumber saved the many acres of stills and buildings from entire destruction. It was a scene that will never be forgotten, by the thousands who gazed upon it—the valley under water,

and the whole expanse lighted up by the burning of acres of oil spread out upon the waters. The loss, from flood and fire, reached nearly three quarters of a million dollars.

A still greater and more dangerous conflagration upon the Flats, and one that for a time threatened the destruction of the business portion of the city, occurred in the year following, on the evening of Sunday, September 7, 1884. The fire, which was believed to have been the work of incendiaries, commenced in the lumber yards of Woods, Perry & Company. The great piles of lumber all about were in a blaze in a moment, and although the firemen were upon the ground at the earliest possible moment, the conflagration was beyond their control. Almost in an instant, acres and acres, upon the south side of the river, covered with lumber and planing mills, were in one huge blaze. The flames swept down upon the docks, across the river to a lard refinery, and seemed determined to sweep straight across to Superior street, and destroy all that great business section. By this time, the entire city department had been pressed into service; dispatches asking for aid had been sent to Akron, Toledo, Painesville, Youngstown and other neighboring cities, and by eleven o'clock nine steamers had been rushed in by train and were at work. The local militia were ordered under arms, to protect property, and give their service, if the need should arise. Anxious thousands lined the hillsides, all about the valley. It was well toward Monday morning before the heroic efforts of the firemen were crowned with success, and the fire was under control. The losses in this great conflagration amounted to \$801,250.

It was, also, in 1884, on January 5th, that Cleveland's second venture in modern theatres, the Park Theatre, suffered almost total destruction by fire. A very attractive structure had been erected on the north side of the Public Square, during the summer preceding, by Henry Wick, and successfully opened on October 22nd, under the



management of A. F. Hartz. On the date above mentioned, an explosion of gas set the whole interior on fire, and in a few minutes nothing was left but the outside walls. It was fortunately in the forenoon, so that there was no loss of life. The First Presbyterian Church, adjoining it, was also damaged, to the extent of twenty thousand dollars. The theatre was rebuilt in 1885.<sup>47</sup>

Still another change in the courts having direct jurisdiction in Cuyahoga County was made in the fall of 1884, in obedience to an amendment to the State Constitution. The election for judges of the newly-established Circuit Court occurred in the fall of the year named, the first sitting occurring in February, 1885. This court succeeded the District Court, which had gone out of existence. The first judges elected for the Sixth Judicial District, having jurisdiction in the counties of Cuyahoga, Summit, Lorain, Huron, Medina, Erie, Sandusky, Ottawa, and Lucas, were William H. Upson, Charles C. Baldwin and George R. Haynes. The circuit was so changed, in 1888, as to comprise only the counties of Cuyahoga, Lorain, Summit and Medina. As this placed Judge Haynes in

<sup>47</sup> In this connection the actual fire losses in Cleveland since 1854 may be of interest:

1854—\$302,724.76	1868—\$300,451.76	1882—\$ 364,646.08
1855— 96,008.68	1869— 196,985.19	1883— 502,449.92
1856— 115,342.40	1870— 378,635.61	1884— 1,522,861.84
1857— 88,765.55	1871— 300,453.77	1885— 429,241.73
1858— 29,050.80	1872— 309,725.22	1886— 105,879.39
1859— 50,993.50	1873— 348,410.94	1887— 277,573.16
1860— 35,506.80	1874— 641,504.37	1888— 541,248.85
1861— 102,045.50	1875— 137,102.66	1889— 373,009.88
1862— 87,150.28	1876— 253,559.75	1890— 308,482.03
1863— 96,008.68	1877— 25,910.00	1891— 1,070,260.01
1864— 115,360.50	1878— 207,836.95	1892— 1,482,020.79
1865— 261,341.48	1879— 215,357.96	1893— 684,472.16
1866— 173,990.62	1880— 268,799.58	1894— 643,012.90
1867— 206,902.83	1881— 365,400.58	1895— 524,014.23

By the courtesy of A. I. Truesdell, secretary of the Cleveland Board of Underwriters, the following points of information can be added: The amount of premiums written in Cleveland in fire insurance during 1895, was a little over \$1,250,000. Losses for the past twelve or thirteen years have averaged about 60 per cent.

another circuit, Hugh J. Caldwell was elected as his successor. The work assigned this court was the reviewing of the action in the lower courts, in such cases as were carried up on appeal, or otherwise.

An incident connected with the legal profession of Cleveland occurred in 1885, illustrative of the fact that the modern woman—not then classified as the “new” woman—was invading, as never before, the professions previously followed exclusively by the men. This was the appearance of the first woman lawyer in Cleveland. Mary P. Spargo, who had been born in this city, and was educated in its schools, determined to fit herself for the practice of the profession, and accordingly, in 1882, entered the office of Morrow & Morrow, as a student. In 1885, shew as admitted to practice by the Ohio Supreme Court—having been previously refused an appointment as notary public, on the ground that the constitution would not permit it—and opened an office in Cleveland. Of her success in the early days of the venture it has been said: “It was Miss Spargo’s intent and expectation that her clientage would be among her own sex. But while her practice is, and has been, largely among women, yet it has been by no means confined to them; neither has it confined itself to a round of clerical or subordinate duties. It may be said, with entire justification, that in the four years of her practice, she has managed, and settled, as great a variety of cases as usually falls to the lot of any young attorney.”

Still following the records of the courts, we find a law passed by the State Legislature, in 1886, which quite materially affected the interests of that humble, but very useful, portion of the judiciary, the justices of the peace. It was decreed that in place of fees, upon which these officials had subsisted from time immemorial, salaries should be paid—eighteen hundred dollars per annum for the justice, six hundred for clerk hire, three hundred for office rent. All fees, etc., were to be paid into the city treasury.

An entertaining chapter could be written upon the justice courts of Cleveland, that had their origin back in those early days of the township, of which we have already written, when James Kingsbury first sat upon this bench of the court of first resort; where he was soon joined by Rodolphus Edwards, Timothy Doan, and other pioneers, who knew more about farming and woodcraft than they did of law.<sup>48</sup> Ashbel W. Walworth was five times elected to the office. Harvey Rice donned the cloak of office only two years after reaching Cleveland. From 1826 to 1840, we find these familiar names upon the list: E. Waterman, Varnum Card, Job Doan, Samuel Underhill, Gerdon Fitch, Andrew Cozad, A. D. Smith, Porter Wells, and George Hoadly — of whose valuable labors in this office some mention has already been made. A little later came I. F. Benedict, John Day, John Gardner, and John Barr — who served three terms, was a noted writer upon the early history of Cleveland, and served in other offices with credit to himself, and to the satisfaction of the people. Later justices, before the period of the Civil War, were M. Barnett, Edward Hessenmueller, Isaac Sherman, Charles L. Fish, James D. Cleveland, George W. Lynde, George B. Tibbetts, Erastus Smith, Almon Burgess, John Philpott, George H. Benham, Henry Chapman, Isaac C. Vail, John R. Fitzgerald, Madison Miller, Wells Porter, and Samuel Foljambe. A full list of the incumbents in these later years, and this large city, can hardly be given, but among the best known may be mentioned George Hester, George A. Kolbe, George Arnold, Edgar Sowers, Homer Strong, David L. Wood, John P. Green (the first colored justice of the city); Charles H. Babcock, Felix Nicola, E. R. Griswold, E. H. Bohm, and Levi F. Bauder. Of the record made by these courts, and of the character of the justices themselves, it has been well said by one

<sup>48</sup> The story is told that Edwards wrote out his summons in this original form: "In the name of God, amen. Take Notice that We, Rodolphus Edwards, a Justice of the Peace by the Grace of the Almighty, do hereby Summons you to appear before Us, under dread of Dire penalties and Severe tribulations."



competent to judge: "Of the majority of the men who, in Cuyahoga County, have sat upon this lesser bench, there is no reason to feel otherwise than proud. They have, with few exceptions, administered the duties of their office with discretion and ability. Many of them have filled other positions of trust with fidelity and signal integrity. All of them have been the people's choice, and the people have rarely erred."<sup>49</sup>

An event of importance to Cleveland was the passage, on May 19, 1886, of a law for the creation of a board of elections, and the organization of that board, on June 5th.



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The following gentlemen were the first members: James Barnett, President; William W. Armstrong, J. H. Schneider, and Herman Weber. William J. Gleason was elected Secretary.<sup>50</sup> The board was created for the purpose of carrying out, in this section, the provisions of the ballot laws of Ohio. These laws placed the control of all caucuses and elections under State

supervision, and in a large measure eliminated the abuses which had crept into the conduct of elections. The board has charge of all elections in Cleveland and in Cuyahoga County. There are at present 174 voting precincts in the city and 31 in the townships. There are 1,230 election

<sup>49</sup> "The Justices and their Courts," by W. R. Rose. — "The Bench and Bar of Cleveland," p. 59.

<sup>50</sup> The board has had but few changes in membership, in the ten years of its existence. Those who have served, or are in service at present, in addition to the members above named, are John F. Weh, Victor Gutzweiler, W. M. Bayne, Percy W. Rice, Hugh Buckley, Jr., Carl Claussen, Samuel Etzensperger, and Edward C. Kenney. Secretary Gleason was succeeded by Charles P. Salen, who served from 1890 to 1894, and who, in turn, was succeeded by L. J. Rowbottom, whose term expires in 1898.

officers in the city and townships. The total expenses of the board in 1895, were \$48,987.31, but, in view of results, the people seem satisfied that even this large sum was not a losing investment.

The early days of 1887-witnessed the beginning of a series of events, connected with the criminal history of Cleveland, that attracted widespread attention, and were attended by results of a tragical nature. On the night of January 29th, burglars entered the fur store of Benedict & Reudy, and carried away goods to the value of several thousand dollars. The city police were enabled to trace the stolen property to the town of Bedford, and from thence to Allegheny City, Pa. The police of the city last named discovered and arrested one of the robbers, Harry McMun, or James Kennedy, and notified Cleveland of that fact. They were not able to find the goods, which disappeared, and have never been heard from since.

On February 3rd, Capt. Henry Hoehn, of the Cleveland force, went to Allegheny after the prisoner. He was to have been accompanied by Detective Jacob J. Lohrer, who had obtained the necessary requisition papers; but at the last moment Lohrer was detained, because of another case in Cleveland, and Detective William H. Hulligan was sent in his stead.

The officers left Allegheny City for home, on the midnight train of February 5th, with the prisoner in their custody. At three o'clock in the morning, while the train was standing at the station in Ravenna, O., they were attacked suddenly by three armed men, who shot Captain Hoehn in the leg and arm, and struck Detective Hulligan with an iron coupling-pin, fracturing his skull. The brave Hoehn fought desperately, but was finally overcome, while the unconscious Hulligan was dragged outside the car, his keys taken from him, and the bracelets that bound him to the prisoner unlocked. The prisoner and his rescuers disappeared in the darkness.

The wounded officers were brought to Cleveland. Hul-

ligan died on February 8th, while Hoehn eventually recovered.<sup>51</sup>

The Cleveland police worked, as never before, for the apprehension of the ruffians who had made this murderous assault upon two of their number. Rewards were offered by the City of Cleveland, the county of Cuyahoga, the township of Ravenna, and the Cleveland & Pittsburg Railway Company. On June 27th, three men, John Coughlin, James Robinson, and Charles Morgan — better known as "Blinky" Morgan — were arrested by Sheriff Lynch, of Alpena, Mich., after a desperate struggle, in which the sheriff received a shot in the leg, from which he afterward died. All three were identified by Captain Hoehn, as belonging to the assaulting party. They were brought to Cleveland on July 1st, and taken to Ravenna for trial. On November 2nd, Morgan was found guilty of murder in the first degree and sentenced to be hanged, which sentence was carried into execution in Columbus, at the Penitentiary, in the following March.<sup>52</sup>

<sup>51</sup> Henry Hoehn was born in Bavaria, and came to the United States when fourteen years of age. He served in the Union Army during the Rebellion, making an excellent record, and was mustered out of service in August, 1865. On May 1, 1866, he was appointed a patrolman on the Cleveland police force, and advanced steadily in the line of promotion, becoming a captain in 1877. On July 1, 1893, he was appointed to the office of Superintendent of Police, to succeed Jacob W. Schmitt, resigned. In accordance with his own request, Superintendent Hoehn was retired, in July, 1896. Lieutenant George E. Corner was appointed to the vacancy.

<sup>52</sup> The tragedy of which the above was the culmination, was perhaps the greatest in the criminal line that has formed a part of the record of Cuyahoga County. Other leading crimes and executions have been as follows: James Parks, hanged June 1, 1855, for the murder of William Beatson; John W. Hughes, hanged February 9, 1866, for the murder of Tamzen Parsons; Alexander McConnell, executed August 10, 1866, for the killing of Mrs. William Colvin; Lewis Davis, hanged February 4, 1869, for the killing of David P. Skinner; John Cooper, hanged April 25, 1872, for the murder of a colored man named Swing; Stephen Hood, hanged April 20, 1874, for the killing of Green Hood; William Adin, hanged June 22, 1876, for the murder of his wife, his stepdaughter, and Mrs. George L. Benton; Charles R. McGill, hanged February 13, 1879, for the killing of Mary Kelley. This was the last legal hanging ever witnessed in Cuyahoga County, the law being so changed that all executions in Ohio should occur within the walls of the State Penitentiary, at Columbus.



Coughlin and Robinson were also tried and found guilty, but a new trial was granted, and as the evidence was not considered sufficient for further steps, both were set free.

The Cleveland Board of Industry and Improvement, must be counted among the active forces which have been at work, in recent years, to keep Cleveland up to the level of her great opportunities. In 1887, the so-called "Federal plan," for the bettering of Cleveland's form of municipal government, was under serious consideration, and several meetings in support thereof were held in the rooms of the Board of Trade. Out of this grew a proposal to form a Committee of One Hundred, composed of business men eminent in commercial, manufacturing and mercantile pursuits, who should discuss, investigate and aid all possible measures advanced for the city's general good. An organization was accordingly formed under the above name, the first officers of which were as follows: *President*, James Barnett; *Vice-President*, Thomas Axworthy; *Secretary*, X. X. Crum; *Treasurer*, Charles H. Bulkley. Work of an effective character was commenced, and much was done and published showing the outside world what Cleveland had to offer to money, industry, or inventive genius seeking a location. The summary of plan and purpose has been thus tersely stated:<sup>53</sup> "Other places were offering inducements of all kinds, to gain new enterprises, and the call for an organization here to take up similar work met with a ready response. A systematic plan of action was outlined, and correspondence taken up with the promoters of various new enterprises, as well as concerns already in operation that were looking to enlargement of their operations, through more advantageous locations. The new body accomplished a great deal in this way." The eventual merging of its work into a greater organization, the Chamber of Commerce, will be noted at a later point.

<sup>53</sup> "Annual Report of the Trade and Commerce of Cleveland," 1892, p. 164.

Engineering skill and a wise use of the public money again demonstrated to the world, in 1888,—as down by Superior street it had been shown a decade previous,—that Cleveland could secure all the advantages to be derived from the Cuyahoga Valley and, at the same time, be relieved from the necessity of descending into it, in order to cross from one section of the city to the other. The East Side and the West Side had been united by a great viaduct, and steps were not long after taken to connect the important and growing South Side with them both. On March 3, 1879, James M. Curtiss, who represented the section last named in the City Council, introduced a resolution directing the city engineer to “report the most feasible plan of improving the communication between the South Side and the central part of the city.” This resolution was adopted, but little or nothing seems to have been done about it at the time, as the city had not yet been fully persuaded that the stone bridge at Superior street was a paying investment.

It was generally agreed, after a time, that the new line of elevated communication was a necessity, and steps were taken to make Mr. Curtiss's suggestion effective. In 1883, a resolution was passed by the City Council, directing that the question of an “elevated roadway” should be submitted to popular vote, at the spring election. It was carried, by a majority of some six hundred. A little later, the City Council recommended the passage of a law appropriating one million dollars for the purpose of carrying this verdict into effect. Such law was passed with little trouble, and the matter then lay quiet, with the exception of discussion as to routes, until July, 1885, when the City Council declared in favor of the construction of a bridge from near the junction of Ohio street with Hill street on the East Side, to Jennings avenue on the South Side, the same to be carried in a straight line. An ordinance embodying this decision was passed on December 14, 1885, contracts were let, and the work commenced early in 1886. Ground for the Abbey Street Viaduct was

broken on April 26th, and for the main, or Central, on May 5th. On December 11, 1888, the great new structure, that hung so lightly and gracefully across the wide valley, and so far above the Cuyahoga River, was publicly opened and dedicated to the public use. A long procession of militia and other troops escorted carriages filled with city officials and prominent citizens across the structure, moving by way of the three viaducts in the order named, Superior, Abbey, and the Central. When Jennings avenue was reached, the soldiers were drawn up in line, and at the very entrance of the Central bridge the procession halted, and Zenas King, president of the King Iron Bridge & Manufacturing Company, in behalf of himself and the other contractors engaged in the construction of the work, made a formal speech, transferring to Mayor B. D. Babcock the completed structure. When Mr. King had completed his remarks, the mayor said: "Citizens of Cleveland, in behalf of two hundred and fifty thousand people, I accept this bridge and dedicate it to the use of the people."

The procession then moved over to the City Hall, and passed in review before the mayor, and other officials and guests. In the evening, the event was further commemorated, by a grand banquet at the Hollenden House, where fully one hundred and twenty-five of the most prominent men of the city sat down. Mayor B. D. Babcock presided, and addresses, in response to appropriate toasts, were made by Walter P. Rice, city engineer; F. C. McMillin; Mayor Blake, of Canton; M. M. Hobart, James M. Curtiss, W. R. Rose, H. M. Claflen, W. E. Sherwood, John Eisenmann, C. G. Force, and B. F. Morse. The following figures as to this great structure, may be of interest in this connection: Cost, \$675,574; length of the floor of the Cuyahoga portion, 2,838 feet; height above city base of levels at river, 99 feet 2 inches; above river at ordinary stages, 101 feet; height above Nickel Plate railroad tracks, 33 feet; length of draw span, 239 feet; width of roadway, 40 feet; sidewalks, 8 feet; Walworth Run por-



tion, 1,092 feet long; height above city base of levels, 105 feet 6 inches; width of roadway, 40 feet.

Another event directly connected with municipal Cleveland, but of a far less pleasing character than the opening of this great thoroughfare, occurred in the fall of the same year — 1888. This was the defalcation and flight of Thomas Axworthy, city treasurer. The public record of Cleveland has been comparatively so clean, and malfeasance in office so rare, that this occurrence startled the people as few things could have done, the more especially as Mr. Axworthy had been a trusted and honored citizen for years, of the greatest popularity with all classes. He left Cleveland on September 28th, and after he had been absent some days, rumors began to circulate that all was not as it should be, in connection with the city treasury. On October 24th, the startling news was published that the treasurer had become a defaulter, in the sum of a half million dollars, had carried bodily away in his flight two hundred thousand dollars, and had sought refuge in a foreign land. It was shown, later, that he had gone to England, taking with him a portion of the missing funds. Andrew Squire, as attorney for the treasurer's bondsmen, followed him as soon as possible, and opened negotiations that ended in Axworthy turning over \$160,000, and possession of all of his property in this city, for the purpose of making good the city's loss.

The misappropriated funds belonged to the city in its municipal capacity, and to the Board of Education, the city treasurer acting in the same capacity for the school department. Neither the city nor the board eventually lost anything, except the use of the money while the case was in litigation. The actual shortage was found to be something over \$440,000. In addition to the money turned over to Mr. Squire, as above mentioned, Axworthy's property in Cleveland was found to be good for about \$155,000. This left some \$125,000, which the treasurer's bondsmen made good. During his official life as treasurer, he had given some six bonds, with different bonds-

men, and the shortage was divided among them. These gentlemen were Selah Chamberlain, T. P. Handy, James F. Clark, J. H. Wade, H. B. Payne, W. J. Gordon, and John Tod.

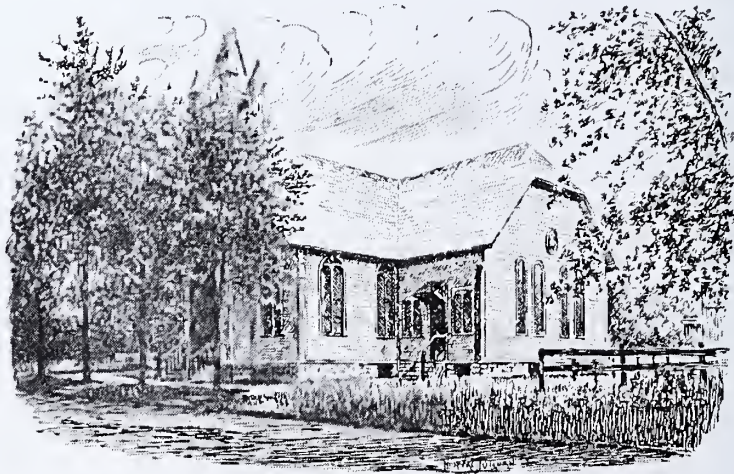
Cleveland has been enriched, at various times, by the magnificent benefactions of her wealthy men, and the deeds of Leonard Case, J. H. Wade, John D. Rockefeller, W. J. Gordon, Amasa Stone, and others have been mentioned, from time to time, in these pages. In 1889, another name was added to this growing list, when John Huntington<sup>54</sup> established a permanent fund, to be known as the "John Huntington Benevolent Trust." On March 8th, Mr. Huntington invited a number of gentlemen, among whom were the proposed custodians of this trust, to his residence, where he made a formal statement as to his purpose. As trustees, he had chosen Edwin R. Perkins, John V. Painter, Samuel E. Williamson, Charles W. Bingham, John H. Lowman, Henry C. Ranney, and James D. Cleveland. In their hands he placed the sum of \$200,000, the income of which was to be divided among some nineteen public institutions, of a charitable or educational character, by him named.

Yet another donation for public uses was received in 1890, when Horace Kelley, a member of the well-known pioneer family of that name, who was born in the city in 1819, left a bequest of \$500,000, for the founding of a national gallery of arts.

Cleveland was the favored witness, in 1889, of a gathering out of which has grown one of the most useful and influential of the younger church organizations of the

<sup>54</sup> John Huntington was born in Preston, England, on March 8th, 1832. He came to America in 1854, and made Cleveland his home; carried on a roofing business; became interested in oil in the early days; became a stockholder in the Standard Oil Company, and made a great fortune. He also interested himself in local political affairs at an early date, entered the City Council, where he remained for years, and was connected with the inception and carrying out of many of Cleveland's most important public works. He was always a firm believer in the city's future. Mr. Huntington died on January 10th, 1893, in London, England.

world. On May 14th of that year, there gathered in the Central Methodist Episcopal Church, on Willson avenue, representatives from various young people's societies of the Methodist Episcopal Church, for the purpose of taking such steps as might bring them all into closer and more harmonious relations. The result was that these societies were merged into one new organization,—the Epworth League,—the object of which was declared to be the promotion of "intelligent and loyal piety in the young members and friends of the church, to aid them in the attainment of purity of heart, and in constant growth in



CENTRAL METHODIST EPISCOPAL CHURCH \* IN 1889.

grace, and to train them in works of mercy and help."<sup>55</sup>

A very important change in Cleveland's form of municipal government went into effect in the early days of 1891. It was the substitution of the so-called "Federal plan" for the irregular and somewhat disjointed system that had prevailed before. The power that had been scattered among various officials, commissions and boards was concentrated into the hands of two bodies—the legislative or City Council, and the executive or Board of Control. The change was the result of much discussion and long-continued agitation, on the part of the people, and

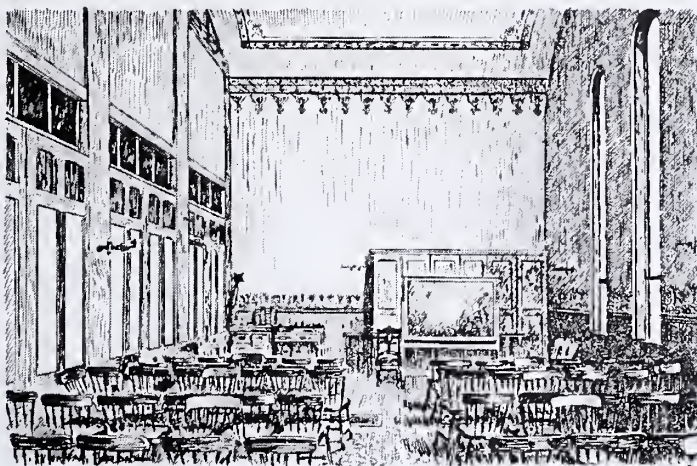
\* On the site of this church the present handsome Epworth Memorial church was erected in 1893.

<sup>55</sup> "Epworth League Workers," by Jacob Embury Price, p. 30.



through the public press. So far, the new system seems to have proven itself a great improvement upon the old.

The law<sup>56</sup> which authorized this change was passed by the Ohio Legislature, in March, 1891, and elections under its provisions were held in the April following. Condensed into a brief space, it provided as follows: The legislative power and authority to be vested in a council, to consist of twenty members, to be elected by districts, each of whom should serve for two years. All ordinances, resolutions or orders to be submitted to the mayor for approval, and in case of disapproval, the measure could be passed over his veto, by a two-thirds vote. A police



BIRTHPLACE OF THE EPWORTH LEAGUE.

force, a fire force, and a health department to be established and maintained. The executive power to be lodged in the hands of the mayor and heads of departments here named: A mayor, treasurer, police judge, prosecuting attorney, and clerk of the police court to be chosen by the people at the regular elections. The following departments to be created: Public works, police, fire, accounts, law, and charities and correction. Each was to be in charge of a director, appointed by the mayor, on confirmation by the City Council, for a term ending with that

<sup>56</sup> This act was entitled: "A Bill to provide a more efficient Government for the Cities of the Second Grade of the First Class." Passed March 16, 1891.—Ohio Laws, Vol. 88, p. 105.

of the mayor appointing. The mayor to receive a salary of six thousand dollars per annum; the director of law five thousand dollars, and each of the other directors four thousand. Each member of the City Council was to receive five dollars for attendance upon each regular meeting. The mayor and heads of departments to have seats in the Council, with the right to take part in its deliberations, but not to vote. The duties of the mayor and heads of departments were clearly defined. A Board of Control was created, consisting of the mayor and the heads of departments above named, to meet at least twice each week. A supplementary law, passed April 10, 1891, provided that in case of disability or absence of the mayor, the duties of his office should devolve upon the heads of departments in the order named: Law, public works, police, fire, accounts, and charities and correction.

The first election under this "Federal plan" occurred in the April succeeding its passage (1891), and resulted in the choice of William G. Rose for mayor. His selections for heads of departments were as follows: Law, Edward S. Meyer; public works, R. R. Herrick; fire service, George W. Gardner;<sup>57</sup> police, John W. Gibbons; accounts, F. C. Bangs; charities and correction, David Morison. William W. Armstrong was elected city treasurer, Howard H. Burgess, city clerk; C. A. Davidson became president of the City Council, Albert Straus, vice-president; and the members of that body were as follows: E. E. Beeman, B. W. Jackson, P. J. McKenney, P. C. O'Brien, J. C. Farnfield, J. K. Bole, C. A. Davidson, A. J. Michael, Albert Straus, Walter I. Thompson, D. O. Caswell, E. C. Angell, John Skyrn, M. J. Herbert, Michael Riley, M. C. Malloy, John Wilhelm, W. A. Spilker, Jos. J. Ptak, and Fred. M. Glessen.

The Western Reserve Historical Society took a new

<sup>57</sup> When the newly-created Board of Control held its first session, it contained an unusual amount of municipal experience, having no less than three ex-mayors among its members—W. G. Rose, R. R. Herrick, and George W. Gardner.

lease of life, and gave renewed pledges for permanent usefulness by its reorganization and incorporation, in 1892. As has been previously shown, it was first organized as a branch of the Cleveland Library Association (now Case Library), under amendments to the constitution of that association, which permitted such branches to be formed. In the year above named it was thought best that the Historical Society should be organized with a separate charter, and such step was accordingly taken, in March, 1892. The incorporators were Henry C. Ranney, D. W. Manchester, Amos Townsend, William Bingham, Charles C. Baldwin, David C. Baldwin, Percy W. Rice, James D. Cleveland, and A. T. Brewer.<sup>58</sup> It was declared that the purpose for which the corporation had been formed was not for profit, but to "discover, collect and preserve whatever relates to the history, biography, genealogy and antiquities of Ohio and the West, and of the people dwelling therein, including the physical history and condition of the State; to maintain a museum and library, and to extend knowledge upon the subjects mentioned by literary meetings, by publications, and by other proper means."

A movement was set on foot for the raising of funds, with which to purchase for the society the building formerly occupied by the Society for Savings, on the Public Square, of which the Historical Society was for years a tenant. So earnest was the work of those in charge, and so generous the response, that in April, 1892, the transfer was made, for the sum of \$40,000, and the organization found itself in an adequate and well-located home of its own. Its range of usefulness has continually widened, and new accessions are being made constantly to its store-house of treasures. In the latter part of 1895, and in the early days of 1896, the exigencies of the occasion seemed to make it the part of wisdom to seek a new home. Steps were accordingly taken looking toward the

<sup>58</sup> A complete history of this reorganization may be found in the society's publications, Tract No. 85, entitled "Charter and Reorganization of the Society, 1891-92."



sale of the society's property on the Public Square for the use of the proposed Chamber of Commerce building, and the finding of a new home in East Cleveland, in the vicinity of Wade Park.

It would be difficult to name an institution within the limits of Cleveland that deserves a more generous support than the Western Reserve Historical Society. Its usefulness is apparent. A summary of its treasures has recently been made by a gentleman<sup>59</sup> whose enthusiasm is begotten of knowledge, and whom I am permitted to quote here: "In coöperation with the managers of Case Library, the Western Reserve Historical Society has collected books and pamphlets along many special lines, which cannot now be duplicated in the other libraries. It already has about 10,000 volumes of bound books, and more than 10,000 pamphlets and magazines of great historical value, besides more than 1,000 bound volumes of newspapers, in which both the local and general history of the country is kept within reach of historians and investigators. Its collection of maps also, numbering more than 1,000, is not to be excelled anywhere in the West. Many of these are of the townships of the Western Reserve, made by the original surveyors, and which cannot be duplicated. These are often of untold value to attorneys in settling early titles to land. The Society has also a large collection of autographs of early statesmen, while its collection of genealogical literature is one of the largest in the country. This is consulted constantly, by an increasing circle of patrons desirous of knowing their early family history. The museum proper is of the very greatest interest and value. To it belong the last memorials of President Garfield. On its walls are preserved a large number of portraits of the pioneers and most distinguished men of Cleveland, and of the Western Reserve. To it belongs Colonel Whittlesey's remarkable collection of relics of the early copper miners in the Lake Superior region, together with various large collections of

<sup>59</sup> "Precious Records."—"Cleveland Plain Dealer," May 20, 1895.

stone and flint implements from Ohio and other parts of the world, which money could not purchase. Among them is a unique collection of paleolithic implements, from Europe, and Trenton, N. J., including the celebrated Newcomerstown paleolith, presented by Mr. Mills. A good authority has estimated that \$1,000,000 would not gather so valuable a collection and library as that which is now owned by the society, while much of it is of material which could not be duplicated."

The society has also gathered, from various sources, the publications of the United States Government, to the number of thirty-three thousand volumes. It has recently been made a United States depository, and will hereafter regularly receive all such publications.<sup>60</sup>

<sup>60</sup> The Society is still in able hands, the officers (April, 1896) being as follows: President, Henry C. Ranney; corresponding secretary, Albert L. Withington; recording secretary, Wallace H. Cathcart; treasurer, Horace B. Corner; librarian and curator, Peter Neff. Mr. Neff is industriously and intelligently devoted to his responsibilities as executive officer, and the writer is under obligation to him, in connection with various points of information in the present work.

## CHAPTER XVIII.

### IN GREATER CLEVELAND.

In the record of 1848, mention was made of the founding of the Cleveland Board of Trade, and the time has come to redeem the promise there made, and show to what useful extent that humble association has grown. A law was passed by the Ohio Legislature, in 1866, recognizing such organizations and providing for their government. The Board of Trade, accordingly, on April 5th of the year named, surrendered its articles of association, and reorganized under the new law, becoming a chartered institution, with the name of the "Board of Trade of the City of Cleveland." The objects of this association were declared to be the promotion of integrity, good faith and equitable principles of business; "to discover and correct abuses; to establish and maintain uniformity in commercial usages; to acquire, preserve and disseminate valuable business statistics and information; to prevent or adjust controversies and misunderstandings which may arise between persons engaged in trade, and generally to foster, protect and advance the commercial, mercantile and manufacturing interests of the city."

Daily meetings were held at that time in the Atwater Building, on Superior street. There were but twenty members in the new organization.<sup>61</sup> By 1892, its mem-

<sup>61</sup> The names attached to this charter of 1866 were as follows: Philo Chamberlain, A. V. Cannon, R. T. Lyon, E. D. Childs, J. C. Sage, W. F. Otis, A. Hughes, M. B. Clark, C. W. Coe, W. Murray, H. S. Davis, S. F. Lester, J. E. White, A. Quinn, J. H. Clark, George W. Gardner, S. W. Porter, E. C. Hardy, H. D. Woodward, and George Sinclair. Mr. Weatherly held the office of president from 1848 to 1864, when he was succeeded by S. F. Lester. The presidents of the board, and of the Chamber of Commerce, its successor, from 1848 to 1896, with the year of election, have been as follows: 1848, Joseph L. Weatherly; 1864, S. F. Lester; 1865 Philo Chamberlain; 1867, W. F. Otis; 1868, George W. Gardner; 1869,



bership had grown to 485, and a surplus of \$20,000 had been laid aside, for the purchase of a site and the erection of a building.

With the growth of the city, and a realization of the needs of Greater Cleveland, came the desire to make this commercial organization more useful, and to increase the scope of its work. "In August of this year," says the report for 1892, "the Committee on the Promotion of Industry began the collection of what is known as the business men's fund, and the organization of a movement, within the Board of Trade, made up of subscribers to this fund." Through earnest work on the part of a few active members of the board, this fund ran up to a considerable sum of money in a short period. Seven business men, from among the subscribers to the fund, were added to the original Board of Trade committee, and a new general committee formed, as follows, to conduct the industrial work: Wilson M. Day, Chairman; L. E. Holden, Vice-Chairman; George T. McIntosh, Secretary; H. R. Groff, Treasurer; A. J. Wright, Michael Baackes, Myron T. Herrick, C. C. Burnett, L. W. Bingham, L. McBride, D. A. Dangler, Geo. Deming, J. B. Perkins, S. M. Strong and W. J. Morgan. This committee, representing nearly one hundred of the most substantial and progressive business concerns of the city, met on September 24th and appointed Ryerson Ritchie to the position of superintendent of industry."<sup>62</sup> The special labors of this able official were the

R. T. Lyon; 1870, A. J. Begges; 1871, Thomas Walton; 1872, Charles Hickox; 1873, B. H. York; 1874, F. H. Morse; 1875, H. Pomerene; 1877, B. A. DeWolf; 1879, Daniel Martin; 1886, William Edwards; 1888, George W. Lewis; 1889, William Edwards; 1893, Henry R. Groff; 1894, Luther Allen; 1895, Wilson M. Day; 1896, J. G. W. Cowles. The treasurers have been: 1848, R. T. Lyon; 1865, J. H. Clark; 1867, J. F. Freeman; 1870, J. D. Pickands; 1871, A. Wiener; 1872, S. S. Gardner; 1879, Theodore Simmons; 1884, X. X. Crum; 1887, A. J. Begges; 1894, Geo. S. Russell; 1896, Samuel Mather. The secretaries: 1848, Charles W. Coe; 1849, S. S. Coe; 1854, H. B. Tuttle; 1860, C. W. Coe; 1862, H. B. Tuttle; 1864, Arthur H. Quinn; 1865, J. C. Sage; 1879, Theodore Simmons; 1884, X. X. Crum; 1887, A. J. Begges; 1893, Ryerson Ritchie (present incumbent).

<sup>62</sup> "Annual Report of the Trade and Commerce of Cleveland," 1892, p. 151.

encouraging of new manufacturing and mercantile establishments to locate in Cleveland, the securing of advantageous freight facilities for shippers, the collection and dissemination of statistics, a study of the Ohio tax laws, with a view to reformation of the same, the watching of State and municipal legislation having reference to Cleveland, and the general co-operation of business men, in all questions relating to the city's interests.

The active and able committeemen named above, and their associates in the Board, had not studied the conditions surrounding them, and the possibilities lying before them, very deeply, before they were led to the conclusion that a radical change in the base of operations was a matter essential to the largest degree of success. As a result, the Cleveland Board of Trade was legally reorganized, its name changed to the Cleveland Chamber of Commerce, and its functions greatly enlarged. At a meeting of the older organization, on February 6, 1893, held in conformity with the laws of the State, a resolution was adopted, as follows: "That the name of the Board of Trade of the City of Cleveland be changed to the Cleveland Chamber of Commerce." In explanation of this movement, we quote as follows from the report<sup>63</sup> of the board of directors of the Chamber, made on April 17, 1894: "To the enterprise and untiring efforts of the Board of Trade Committee on Promotion of Industry is due the successful organization of the Cleveland Chamber of Commerce. The persistent energy of that committee resulted in crystalizing a sentiment among business men in favor of a wider interest in progressive measures, a stronger faith in the advantage to the city of united work, and the necessity of having an organization so well equipped that it would invite the active interest of business men."

Soon after the change of name and character, above described, was accomplished, a new set of by-laws went into

<sup>63</sup> "The Cleveland Chamber of Commerce: Reports and Proceedings," 1894, p. 11.

operation. Those which had governed the older organization were, says the report above quoted, "suited particularly to an organization where dealing in grain, provisions, etc., was carried on; they were not appropriate for a deliberative body, representing equally every trade interest, and embracing within its membership a large number of professional men." The new laws adopted by the Chamber contained, among many others, the distinctive features here summarized: There were to be active, honorary and associate members. "Men of good standing, interested in the commercial, industrial and municipal advancement of the City of Cleveland," were eligible for the first-named class. A membership fee of twenty-five dollars, and annual dues of twenty dollars, were required of each active member. Three classes of membership seats were provided: Regular membership seat, at a cost of one hundred dollars; special membership seat, at a cost of five hundred dollars; a life membership seat, at a cost of one thousand dollars. The government of the Chamber was to be vested in a board of fifteen members, elected annually, the officers to consist of a president, two vice-presidents, a treasurer and a secretary. Committees were to be appointed on arbitration, boards and associations, building, education, entertainment, executive, legislation, library, manufactures, membership, municipal, navigation, trade-extension and transportation. It was further decreed that: "Any number of members who may desire to be associated together as a board, exchange, society, or association, for the purpose of promoting more effectively the special trade, industry, business or profession in which they are interested, may form a board of the Cleveland Chamber of Commerce." A sinking fund was created, for the erection of a Chamber of Commerce building.

The general plan of labor laid down for this great and powerful commercial organization is outlined in the above. How thoroughly, and with what success, that work was commenced and has been carried forward, only the completed history of Greater Cleveland will be able to show.



An examination of the able reports of the Chamber for 1894 and 1895 furnishes some interesting information.

New rooms in the Arcade were occupied on June 1, 1893, and formally opened on the evening of the 20th. So useful did these become, as a center of business Cleveland, that between January 1 and April 17, 1894, 108 meetings of various kinds were held within them. Some of the strictly public questions which the Chamber took into consideration, and concerning which it made its influence felt, were the location of the new armory, the proposed opening of Bank street, various measures in which Cleveland was interested in connection with the World's Fair, the question of transportation as bearing on Cleveland business, the securing of a new Federal building, a series of excursions by representatives of wholesale and manufacturing establishments into territory outside of Cleveland, for the purpose of fostering a closer personal relationship between the country and the city merchants; concerning city taxes, the establishment of a branch hydrographic office in Cleveland, action looking to a reduction of insurance rates, the raising of funds for the relief of suffering caused by the industrial depression, action looking to a due observance of Cleveland's Centennial of 1896, the improvement of the street railway service, the agitation of general municipal improvement, the adoption of a new system of recording receipts and shipments of freight, harbor improvement, the extension of manufactures, State taxation, the improvement of the city's park system, and other points of a less important nature. The report of the secretary, on April 9, 1894, showed total receipts for the year of \$49,560.92; a balance in the treasury of \$30,569.61; a membership of 901.

A special work of great importance is thus referred to in the report: "The Chamber should be especially proud of the successful issue of its efforts to bring together, in one organization, the local commercial associations of the State, to promote by unity of action the commercial, industrial, financial and general business interests of Ohio.

The commercial conference called by the Chamber, on November 15th, was attended by fifty-five representative business men, delegated by the leading commercial bodies of the State. The report of the board of directors, recommending that a conference be called for the purpose of organizing a State board of commerce, was submitted and adopted by the Chamber, on the evening when its new rooms were formally opened. . . . The formative work, and subsequent meetings of the State Board and its council, indicate that it has already become an influential factor, and that it has prompted local organizations and business men generally to take a greater interest in questions which affect the welfare and prosperity of the people of Ohio. The Chamber may well congratulate itself that the Ohio State Board of Commerce was conceived and founded through its efforts."

The annual report for 1895 showed that there were held in the rooms of the Chamber, during the year, 524 meetings, of which 337 were related directly to the work of the organization, 159 of local affiliated associations, and 28 of conventions and delegates. A point of exceeding interest is found in this statement, made by the directors: "Standing out prominently in the public eye, over and above the quiet, regular work of the Chamber, is the splendid achievement of having, within a few months, made certain the early building of a permanent home for the Chamber, by the accumulation of a fund of almost \$200,000."<sup>64</sup> A great many measures had been set in motion, discussed or approved by the Chamber, for the advancement of the general interests of Cleveland, all of which were clearly and fully set forth in the report referred to above. The report of the treasurer showed that the net cash resources of the Chamber, on April 9, 1895, amounted to \$108,629.96. The sinking fund showed \$188,292.88 assets and no liabilities. The total membership was 1,101.

<sup>64</sup> "The Cleveland Chamber of Commerce: Reports and Proceedings," 1895, p. 43.

Since that report was made, active and effective steps have been taken to make good the promise of a structure which should not only furnish the Chamber with a home, but also stand as a material representative of what that great body actually is. The block of land on the north side of the Public Square, running eastward from the new Society for Savings Building to Park place, and taking in the site of the Western Reserve Historical Society Building, has been purchased, and plans made for the early construction of a building which, with the land, shall cost not less than a half million dollars.

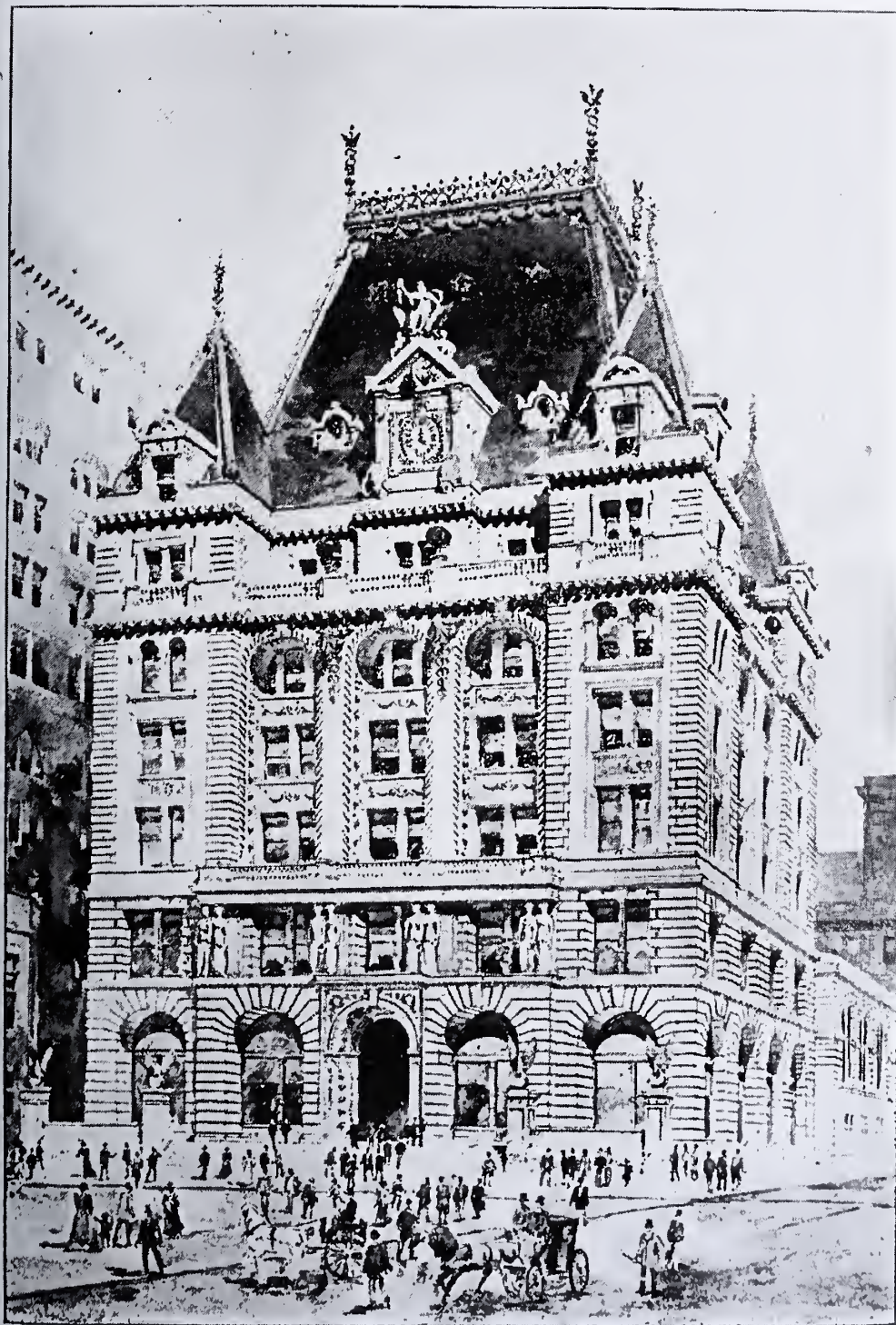
The Cleveland Chamber of Commerce is unique among institutions of its kind. It is said to be the first successful attempt to combine all of the interests of a great city into one strong, powerful organization, that should guard and foster them all. In its list of members may be found not only the merchants and the bankers, but vessel owners, manufacturers, builders, lawyers, physicians, editors, brokers, railroad men,—in short, all lines of labor and all the professions.

In a more material sense, the new structure is to become the center of the commercial and business interests of Cleveland, and a home, not only for the Chamber, but for its allied associations as well. It is intended to house such bodies as those of the coal men, the iron men, the builders, the manufacturers, the marine men, etc.

Because of the wide range of labor and opportunity furnished by this great commercial body, other interests of a similar nature have been merged into it. By a concert of action, the Cleveland Board of Industry and Improvement, the Committee on Promotion of Industry, the Produce Exchange and the Manufacturers' Board, simultaneously went out of existence, leaving a clear field for the Chamber. The work done by these bodies is now in the hands of separate boards and committees. These, so far as organized, are the Transportation Board, Maritime Board and Manufacturers' Board.

The Chamber's trip to Atlanta, Ga., was the first that





PROPOSED CHAMBER OF COMMERCE BUILDING.



body took outside the State, although it had previously visited the principal Ohio cities, on a tour of a similar nature. This State trip was so successful in a social way, gave such a fillip to the zeal of the members, and, most of all, brought such valuable practical results, that the Chamber thought that even greater good would result from this more extended excursion. So, therefore, on November 12, 1895, two hundred members of the Chamber took a special train for Atlanta. When that city was reached, the tourists occupied the Illinois headquarters, where a reception was tendered them on November 14. Speeches of welcome were made by Mayor Porter and J. D. Courtney, of the Capital City Club. Mayor McKisson, President Day, of the Chamber of Commerce, and Col. J. J. Sullivan responded for the Cleveland visitors. After that, the time until November 16th was given up to sight-seeing, and, as was most natural, to advertising Cleveland and a laudable attempt to extend its business interests in this new quarter. On November 16th, the party left Atlanta, and arrived in Cleveland November 17th, very well satisfied with the trip, from every point of view.

There are also in existence in Cleveland a number of organizations of lesser note, devoted to fields of special labor, that largely and effectively supplement the more public work of the Chamber of Commerce. Among these, mention should be made of the Cleveland Builders' Exchange, composed of builders, merchants and manufacturers engaged in the building lines; the Real Estate Board, incorporated in 1892, to improve the standing of



MAYOR B. D. BABCOCK.



the brokers in real property, and to stimulate activity in that line of business; the Wholesale Grocers' Association, and the Hardware Jobbers' Association.

"Commodore Perry," as the marble memorial to the hero of Lake Erie is popularly called, stood calmly through the rains and storms of the years, in the very center of the Public Square, until increasing traffic and the demands of travel caused his removal to the middle of the southeastern section of that public breathing place. Had some visitor returned to Cleveland, after a long absence, in the year 1894, and sought the familiar figure, he would have been directed by the nearest policeman to seek it in an attractive corner of Wade Park, while a massive structure in stone and bronze would have been seen standing proudly upon the spot that had been the Commodore's most recent resting place.

This is the Cuyahoga County Soldiers' and Sailors' Monument, erected by a patriotic people, in memory of those who fought in defense of the Union. It was dedicated, with impressive ceremonies, on the 4th of July, 1894.

There was little difference of opinion among the people of Cleveland as to the erection of this memorial, but there was opposition to its location upon the Public Square, and much discussion was had, accompanied by no small measure of litigation, before a decision was reached. It is possible, of course, in this connection, to give only the salient points of record regarding this great and patriotic memorial.<sup>65</sup>

The idea of erecting some commemorative monument, in honor of the soldiers and sailors who represented Cuyahoga County in the great contest for the Union, was suggested by an ex-soldier, William J. Gleason, at a meeting of Camp Barnett Soldiers' and Sailors' Society, on the

<sup>65</sup> The story is told, in all its details, in the valuable work to which reference has heretofore been made. This is the "History of the Cuyahoga County Soldiers' and Sailors' Monument," by William J. Gleason, president of the Monument Commission.

evening of October 22, 1879. In accordance with a resolution introduced by him, a committee of three was appointed, to take the matter into consideration. The suggestion was so approved in all quarters, that early in April, 1880, a law was passed giving the commissioners of Cuyahoga County authority to levy a tax for the erection of "a monument or memorial tablet," in honor of those who had died in defense of their country. As time went on, and the money for the purpose began to accumulate in the county treasury, the question of a site came up. The monument committee favored the southeast section of the Public Square. Levi T. Scofield was requested to submit a plan for a monument. In May, 1887, application was made to the city park commissioners for permission to occupy the space above referred to. Such permission was withheld. Steps were taken by the monument committee toward a fulfillment of their plan, and in April, 1888, a law was passed by the General Assembly, setting aside such section of the Public Square for monument purposes, excluding the county commissioners from further voice in the matter, and creating the Cuyahoga County Soldiers' and Sailors' Monument Commission. Under the provisions of that act, Governor J. B. Foraker appointed the commission as follows: William J. Gleason, Edward H. Bohm, Emory W. Force, Levi T. Scofield, Levi F. Bauder, James Barnett, Charles C. Dewstoe, J. J. Elwell, Joseph B. Molyneaux, James Hayr, R. W. Walters, and M. D. Leggett.

Plans were prepared and arrangements forwarded for practical work, when efforts were made by the park commissioners and owners of certain property abutting upon the Public Square to prevent the erection of the monument at the place named. The aid of the Cuyahoga Courts, and finally of the State Supreme Court, and the United States Courts was invoked, but the decisions were in favor of the Monument Commission. Some exciting scenes were enacted, from time to time, and in various places, in which ex-soldiers, city officials, lawyers, and the

public generally figured, with picturesque, if not always dignified, effect.

The outcome was that the monument was begun, and finished, within due time, and stands to-day upon the site originally chosen. A tall granite shaft is surmounted by the figure of Liberty. Massive stone and granite walls rise about its base. "The eagle, with wings extended," writes Mr. Gleason,<sup>66</sup> "stands guard over the portal; the realistic scenes of the war, in the different branches of the service, reproduced in heroic bronze groups, are in place; the old army corps badges, gracefully carved in stone, entwined in laurel wreaths, adorn each of the four sides of the memorial room; the Nation's beautiful emblem of liberty and justice, the glorious Stars and Stripes, floats majestically in the breeze from handsome flag-staffs on the four corners of the structure; while between the finely constructed walks and the monument are beds of lovely flowers, arranged in form and color representing the corps badges of the different divisions of the army and the badges of the Grand Army of the Republic, Loyal Legion, Women's Relief Corps, Union Veterans' Union, and the Sons of Veterans, bordered with wreaths of immortelles and forget-me-nots." Within the structure are commemorative panels, bronze busts, colored marble walls, stained glass windows, the names of Cuyahoga's soldiers and sailors cut in marble, a mosaic floor, bright lights—a temple indeed, fittingly adorned for the expression of that patriotic gratitude that called it into existence.

The dedication occurred on Independence Day, 1894. The city arrayed itself in holiday garb, in honor of the occasion. The day was ushered in by the booming of cannon, the ringing of bells, and the blowing of steam whistles. A Federal salute was fired at sunrise. A yacht race, and a grand band concert on the Public Square, occurred in the morning. Then came the dedicatory ex-

<sup>66</sup> "History of the Cuyahoga County Soldiers' and Sailors' Monument," William J. Gleason, p. 346.



ercises. William McKinley, Governor of Ohio, the president of the day, delivered an address. There was music by a great chorus from the public schools. Virgil P. Kline read the Declaration of Independence. Hon J. B. Foraker delivered an eloquent oration. There was a national salute of forty-four guns, a grand procession, and general illuminations after nightfall. The whole city, and much of the country roundabout, seemed to have sent all the people thereof as witnesses to the splendid celebration of the event; the procession was one of the greatest and most comprehensive ever seen in the streets of Cleveland; the monument was declared worthy of all this honor, and the strife and discussion that had been of the past were forgotten and forever buried, in the patriotic achievements of the present.<sup>67</sup>

There are two excellent methods by which the industrial and commercial development of a great city can be known—a personal inspection of its business and manufacturing centers, and an examination of the totals to which its many forms of enterprise foot up. For this latter task, which, of course, is the only one here open to us, we have access, in the case of Cleveland, to the census reports of 1890, and to a valuable report<sup>68</sup> made two years afterwards by the Cleveland Board of Trade. These show where the city stood in the early days of this decade, and it is but proper to state that Cleveland's growth

<sup>67</sup> "The entire cost of the memorial, and its surroundings, aggregates in round figures \$280,000. Not a dollar of this amount has passed through the hands of the Commission,—all moneys being collected by the County Treasurer, and paid out by him, on warrants drawn by the County Auditor, when ordered so to do in writing by the Monument Executive Committee and its Secretary."—"History of the Cuyahoga County Soldiers' and Sailors' Monument," by William J. Gleason, p. 477.

<sup>68</sup> For much of the information contained in the above, the writer is under obligation to one of the most thorough and admirable statistical handbooks, it has ever been his privilege to examine. This is the: "Annual Report of the Trade and Commerce of Cleveland: Prepared under the direction of the Cleveland Board of Trade." Issued December 1, 1892. Publication committee, David A. Dangler, John C. Covert, Wilson M. Day: Statistician, John M. Mulrooney.

has been as sure and steady since then, as it was in that remarkably expansive period extending from 1880 to 1890.<sup>69</sup>

What Cleveland really accomplished, between 1880 and 1890, was so aptly and forcibly described by Robert P. Porter, superintendent of the census of 1890, in an address before the Cleveland Board of Industry and Improvement in April, 1892, that I cannot forego the temptation to quote his remarks in some detail. Said he: "In ten years, you have doubled the number and value of the product of your establishments. You have nearly trebled the capital invested in manufactures, multiplied the total number employed two and a half times, and you are paying out, annually, in wages, more than three times as much as you did in 1880. We have carefully filed away; in Washington, a schedule sworn to by the special agent as a true and faithful statement of the condition of every one of the 2,300 manufacturing establishments of this city. . . . I doubt whether a more interesting comparison of your manufacturing industry is possible than that of the difference in cost of material and value of product, for this might be called the enhanced value due to manufacture, and really represents what the industry and capital of your city has accomplished. In 1880, this enhanced value amounted to \$16,974,313, while in 1890 it

<sup>69</sup> The population of Cleveland, as given in decades, from 1830 to 1890, has been as follows:

1830, United States Census . . . . .	1,075
1840, " " " . . . . .	6,071
1850, " " " . . . . .	17,054
1860, " " " . . . . .	43,838
1870, " " " . . . . .	92,825
1880, " " " . . . . .	160,146
1890, " " " . . . . .	261,353

The city directory computations, since that date, give the following totals:

1892, City Directory . . . . .	309,243
1893, " " . . . . .	322,932
1894, " " . . . . .	344,595
1895, " " . . . . .	352,620
1896, " " . . . . .	368,895

amounted to \$40,745,701, an increase of about 150 per cent. This may be considered as a gauge of your industrial enterprise. You have, in fact, nearly trebled your effective product."

Taking the census of 1890, and the Board of Trade report of 1892, as our guides for this inquiry as to Cleveland's rank as a commercial center in the beginning of the present decade, we are led to these important general facts: Cleveland, in 1890, ranked fourth<sup>70</sup> among the cities of the great lakes, in the volume of receipts and shipments of lake freight, the aggregate being 4,371,269 net tons. Of these, 3,088,512 tons were coal and iron ore. The total foreign and coastwise commerce of the customs district of Cuyahoga was 9,929,378 net tons. The magnitude of the city's iron ore traffic is best shown by a quotation from the report above referred to: "An investment of \$175,394,985 seems almost beyond the proportions of any one closely connected line of commerce, but such are the figures representing the capital involved, on July 1, 1892, in mining and transporting, by lake and rail, the output of the Lake Superior iron mining district. The sale and movement of every ton of ore from this district is conducted by sales agents in Cleveland, who are also owners of the mines to a large extent. Here the docks at all Lake Erie ports, excepting Buffalo and Erie, are controlled, and here is owned fully 80 per cent. of the vessel property engaged in this commerce, which forms the largest single item in the lake traffic. This country consumed, in 1890, 17,500,000 gross tons of iron ore. Of this amount, 1,246,830 tons were imported, and 16,253,170 tons were of home production. Lake Superior mines produced, in the same year, 9,003,701 gross tons, or more than one-half the raw material, for a nation that leads the world in the output of pig iron, Bessemer steel and steel

<sup>70</sup> Chicago and Buffalo outranked Cleveland, as they were the terminals of the most important of the lake shipping, and Escanaba, because of its immense shipments of ore,—the movement and sale of which Cleveland largely controlled.



rails. This statement is in itself enough to show the relation the city bears to the iron industry, whose prosperity is most often used to serve as a measure of the general business prosperity of the country."

Cleveland shipped, by lake, to Milwaukee, Chicago, Duluth and other upper lake ports, 1,016,487 tons of bituminous coal in 1891, and 922,536 in 1890. The main points concerning her railway traffic were as follows: The total outward movement of freight over the eleven lines of railway having direct entrance into the city aggregated 5,535,332 net tons in 1891. These railroads operated 5,237 miles of working line in 1890, carried 37,829,711 tons of freight; gross receipts ran up to \$56,087,349; operating expenses, \$47,467,744; made use of the services of 37,684 employes. The aggregate receipts and shipments by canal in 1891 were less than 60,000 net tons, made up mainly of a few lines of coarse freight.

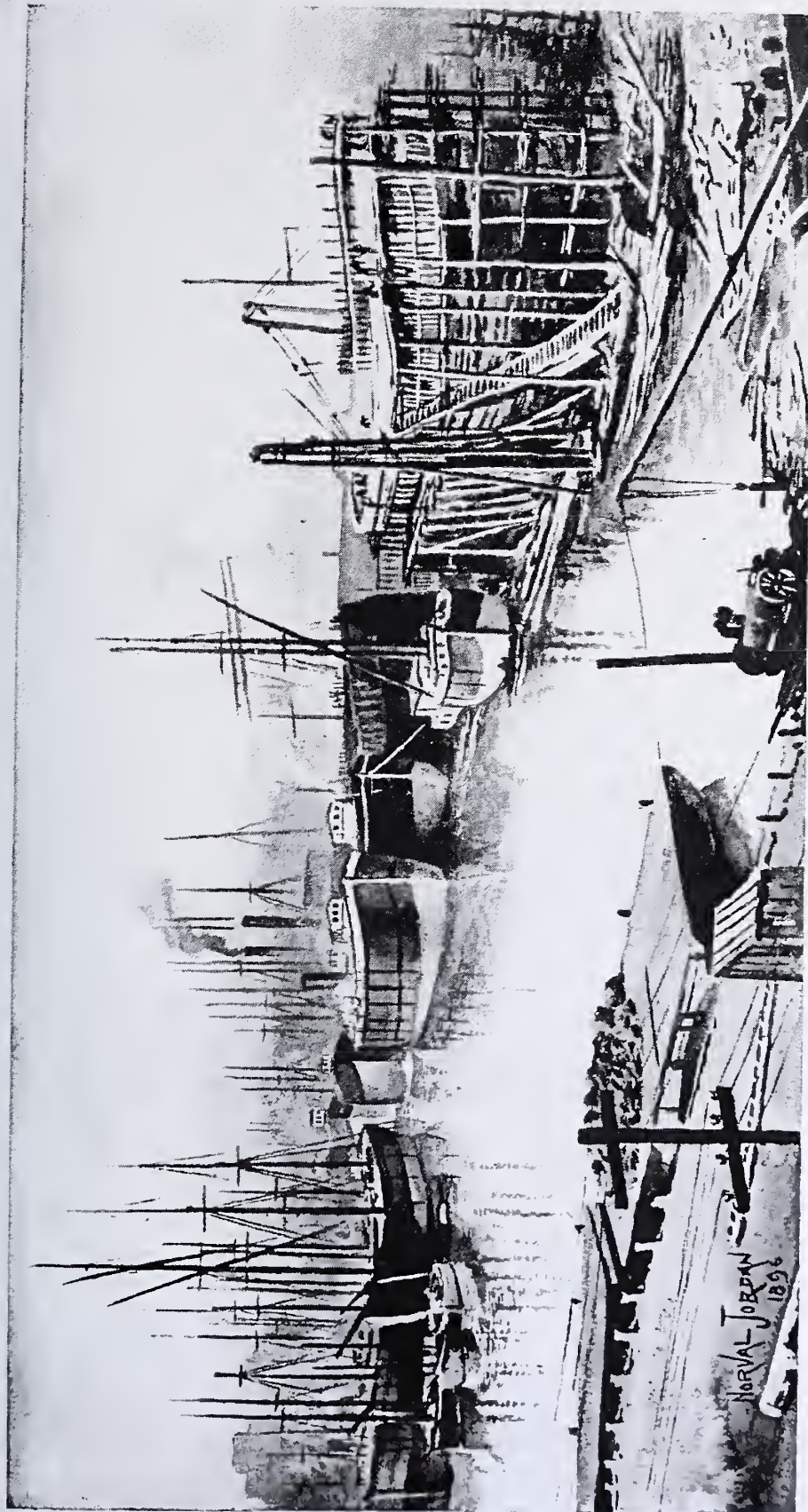
In the earlier portions of this work, when recording the building of those little vessels hauled by oxen down to the place of landing, there was small indication that, before the end of the century, Cleveland would be able to claim the honor of being the largest shipbuilding point in the United States. Yet such she had come to be, at a date as early as that now under consideration.

The census report for the years 1889-90 — which are taken together for this calculation — furnishes the following comparison between Cleveland and the two next largest shipbuilding points:

Cleveland, O., in gross tons, . . . . .	71,322
Philadelphia, Pa., in gross tons, . . . . .	53,811
Bath, Me., in gross tons, . . . . .	49,830

In the five years ending with 1890, Cleveland built a total of 100 vessels of all kinds, with a gross tonnage of 125,265.

Eight Cleveland shipbuilding and dry dock establishments made a return of capital to the census bureau of \$2,587,775; employed 2,083 hands; paid out \$1,188,662 for wages; \$1,442,045 for material, and \$73,921 for mis-



CLEVELAND SHIPBUILDING.





cellaneous expenses. Their products reached a combined value of \$3,091,300. Four dry docks alone represented an investment of \$450,000. On July 1, 1892, there were owned in Cleveland forty steel vessels, all of which, with one exception, were steamers, and having a net registered tonnage of 69,317 tons, and an insurance valuation of \$7,119,000; all but five of them having been built in Cleveland. It was further computed that, in 1892, the actual value, at a low estimate, of the 289 vessels owned in Cleveland, was \$17,000,000.<sup>71</sup>

In general manufacturing, the census report showed that, in heavy forgings, wire nails, nuts and bolts, carriage and wagon hardware, vapor stoves, sewing machines, steel-tired car wheels and heavy street railway machinery, Cleveland led all the cities of the country. "Here are located," says the Board of Trade report, "the greatest shoddy mills in America; a plant for the manufacture of sewing machine wood-work that has no equal in the world; a steel bridge works, that is represented in massive structures spanning rivers and valleys over the entire continent, and an electric light carbon works, having a capacity of ten million carbons annually, with a market for its product extending to Mexico, South America, China, and Japan."

<sup>71</sup> By the courtesy of the United States Commissioner of Navigation, I am enabled to bring these figures up to June 30, 1895, and present the following significant totals from his report, as to the shipbuilding and shipowning record of Cuyahoga County:

Number of vessels enrolled . . . . .	257
Tonnage of vessels enrolled . . . . .	236,843.50

Number and gross tonnage of sailing vessels, steam vessels, etc.:

Sailing vessels . . . . .	75
Sailing vessels—Tonnage . . . . .	50,407.49
Steam vessels . . . . .	174
Steam vessels—Tonnage . . . . .	182,472.59
Barges . . . . .	8
Barges—Tonnage . . . . .	3,963.32

Class, number, and gross tonnage of vessels built:

Steam vessels . . . . .	4
Steam vessels—Tonnage . . . . .	12,448.20

The annual capacity of the Cleveland blast furnaces and iron and steel mills was reported, in net tons, as follows: Pig iron, 275,000; Bessemer and open-hearth steel blooms, billets and slabs, 545,000; rails, 100,000; wire rods, 288,000; merchant bars and shapes, 108,500; plates, axles, iron and steel forgings, etc., 210,000. Establishments to the number of 125, including blast furnaces, iron and steel mills, nut and bolt manufactories, foundries, machine shops, etc., turned out in 1890, a product valued at \$47,364,764, and employed hands to the number of 17,465. Six big establishments engaged exclusively in the nut and bolt industry turned out goods to the value of \$2,750,000 annually. Five car-wheel works had an annual capacity of 335,200 wheels. The city was headquarters of the malleable iron industry of the country. A half dozen establishments engaged in the manufacture of steel hollow ware and general hardware. The annual value of carriage, wagon and saddlery hardware was \$4,750,000. Bridge building to the value of \$2,000,000 a year was credited to one establishment. The amount of capital invested in foundries and machine shops was placed at \$7,997,233, employing 8,155 hands, with a product valued at \$13,432,334. The city led the world in the manufacture of vapor stoves. Sewing machines to the number of 150,000 were manufactured each year. The manufactures in lumber, mill products from logs, lumber planed, and sash, doors and blinds, were valued at \$2,219,697. Cleveland's product in flour in 1891 was 675,000 barrels, valued at \$2,600,000. In printing and publishing, 93 establishments, capitalized at \$2,527,435, did a business of \$3,147,426. In 1890, Cleveland possessed 21 slaughtering and meat-packing houses, capitalized at \$810,957, and having a product valued at \$8,673,966. In wool shoddies and blankets, the annual output reached \$2,225,000. In wearing apparel, the value was \$3,972,392. Business in boots and shoes was done to the value of \$2,800,000. Petroleum products, outside of the Standard Oil Company's, \$4,000,000. Paints, \$2,008,986. Drugs and chemicals,

\$944,737. Lake fisheries, from \$250,000 to \$300,000. The aggregate annual sales, as given in the Board of Trade Report (1892) on the leading wholesale mercantile lines, may be summarized as follows:

Dry goods . . . . .	\$ 9,000,000
Groceries . . . . .	9,000,000
Produce, through commission merchants . . . . .	4,750,000
Hardware . . . . .	4,000,000
Merchant iron and steel out of store . . . . .	3,250,000
Boots, shoes and rubbers . . . . .	2,800,000
Rubber goods, belting, hose, rubber garments, etc. . . . .	2,300,000
Cloaks, from manufacturers . . . . .	2,250,000
Clothing, made up . . . . .	2,000,000
Millinery and straw goods . . . . .	2,000,000
Books and stationery . . . . .	2,000,000
Drugs and druggists' sundries . . . . .	2,000,000
Teas, coffees and spices (exclusive of sales by wholesale grocers) . . . . .	1,000,000
Crockery . . . . .	900,000
Furniture . . . . .	500,000
Toys and notions . . . . .	350,000
Total . . . . .	\$49,000,000

Turning to the banks,<sup>72</sup> we find the following significant figures, on July 1, 1892:

	No.	Paid in capital.	Surplus.
National Banks . . . . .	11	\$9,050,000	\$2,233,587
Savings Banks . . . . .	21	3,432,100	3,473,590
State Banking Companies . . . . .	2	550,000	37,165
Savings & Loan Associations . . . . .	16	2,350,002	15,941
Total . . . . .	50	\$15,382,102	\$5,760,283

In the above, the Society for Savings is not enumerated. Its deposits then amounted to \$21,539,844.

<sup>72</sup> "Notwithstanding the clean history of Cleveland's banking business, under State and National laws, for full three-quarters of a century past — its freedom from failures or serious disturbances of any kind — there is abundant evidence of the liberal policy of the directors of these institutions, in the substantial growth of manufacturing and commercial interests. No speculative influences go to swell the volume of banking business; neither do transactions of a speculative nature figure in Cleveland's weekly bank clearings, as published throughout the country, in comparison with the clearing-house statements from other cities."—"Board of Trade Report," 1892, p. 129.



Referring to that conservative business barometer, the real estate and building business, we find by examination of the reports made by the city inspector of buildings that in the three years and seven months ending December 3, 1891, there were erected in Cleveland 9,425 new buildings, and 4,748 additions were made to those then standing. The total estimated cost of these improvements was



PERRY-PAYNE BUILDING.

\$18,141,932. The real estate transfers and leases for the ten years ending December 31, 1891, numbered 68,683, involving a money consideration to the great amount of \$258,244,403, or an average of over twenty-five million dollars each year.<sup>73</sup>

<sup>73</sup> "Wonderful instances of the increasing value of property, in the business section of the city, are found in the daily transactions. The value of realty, on Superior street, ranges from \$2,500 to \$4,000 per foot front, and

A reference to the building statistics, as shown in the census of 1890,<sup>74</sup> will furnish the following interesting figures: Dwellings in Cleveland, January 1, 1891, 38,463; estimated value, \$42,746,807. Barns, 6,311; estimated value, \$1,855,810. Stores, 3,034; estimated value, \$15,912,175. Mills and shops, 1,291; estimated value, \$5,238,565. Miscellaneous, 740; estimated value, \$14,025,656. Totals, 49,839; \$79,779,013.

The assessed value of Cleveland real estate, in 1891, was \$89,512,700. Of personal property, \$28,320,500. The real valuation was \$500,000,000. Exempt from taxation, \$18,000,000. The debt of the city was \$8,735,291.73. The assets and sinking fund, \$16,534,353.84. The total cost of construction of the water works department, to January 1, 1892, was \$6,280,656.17. Water works bonds then outstanding amounted to \$1,775,000. The net earnings of the department, in 1891, were \$419,874.43. The total area of the city was 24.48 square miles. Number of streets, 2,303. Miles of streets, 470. Main and branch sewers, 179 miles. Ten swing or draw bridges, 10 railroad swing or draw bridges, 40 stationary bridges. Lake frontage, 5 miles; river frontage, 16 miles. Street railways, 174 miles. The internal revenue collections in the eighteenth district of Ohio (Cleveland), for the year ending June 30, 1892, were as follows: Fermented liquors, \$530,848.13; distilled spirits, \$39,604.50; cigars and cigarettes, \$275,454.86; snuff, \$30.96; tobacco, \$22,694.34; special tax, \$178,276.12; oleomargarine, \$36,025.28. Total, \$1,086,332.86. The religious growth of the city was represented by more than two hundred church socie-

the whole street, from Water street to the Public Square, could be disposed of at such figures, very readily, if the owners could be prevailed upon to sell. . . . It is estimated that no less than sixty large allotments have been laid out, in the suburban districts, within the past three years, and that within the same period, homes to the number of about 6,000 have been provided, after this system alone."—"Board of Trade Report," 1892, p. 136.

<sup>74</sup> The number of structures above given was arrived at by actual count of the buildings, reported by the Ward assessors.



ties. Its literary status was indicated by 112 newspapers, magazines and other periodicals.

Another illustration of the size to which Cleveland has grown, in this year of her Centennial, is shown in the statistics of her Post-office. Besides the now antiquated and inadequate main Post-office, fronting on the Public Square, the city has four large carrier stations, known as



CLEVELAND POST-OFFICE.

A, B, C and D; seven sub-stations, known as 1, 2, 3, 4, 5, 6 and 7, and twenty-nine stamp agencies scattered throughout the city. As an indication of the recent extensive growth of the city's postal business, I give the comparative receipts found in the following:

For the year ending June 30, 1890 . . . . .	\$461,854.63
For the year ending June 30, 1895 . . . . .	629,711.61
For the year ending September 30, 1895 . . . . .	652,627.13



For the following detailed statistics, the writer is indebted to John C. Hutchins, the present postmaster:<sup>75</sup> The net receipts for the year ending June 30, 1895, of the Cleveland office, were \$1,392.41, greater than the net receipts of all the presidential post-offices of the States of Louisiana, South Carolina and Nevada, and \$61,495.07 greater than those of the State of Maine. For the same year, the ninth division railway mail service handled 104,049,986 pieces. The city division of this office handled 51,622,076 pieces. Cleveland is the headquarters of the above-named railway service, which makes the office a receptacle for all unmailable and illegible matter reaching such division. This matter is rated up, and addresses notified, or, if insufficiently addressed, the same is corrected and sent forward, when possible, or sent to the dead letter office for final disposition. The greater part of such mail originates in foreign countries. For the year ending June 30, 1895, nearly one million pieces of this character were handled.

About 560 postal employes receive their pay through the Cleveland office. It has at present 135 clerks, 152 carriers, 25 sub-carriers and 248 railway postal clerks, and does a money order business of from three to four million dollars annually, and issues both domestic and international orders.

Cleveland has never been in undue haste to add to her possessions by annexation. Such adjacent territory as has been added to her borders, has come through manifest destiny, and in response to the reasonable demands of the people most directly interested. It was inevitable that, in the course of time, the thriving villages just to the westward should be absorbed into the great city, even as

<sup>75</sup> The postmasters of Cleveland, from the establishment of the office in 1805 to 1896, have been as follows: Elisha Norton, John Walworth, Ashbel W. Walworth, Daniel Kelley, Irad Kelley, Daniel Worley, Aaron Barker, Benjamin Andrews, Timothy P. Spencer, Daniel M. Haskell, J. W. Gray, Benjamin Harrington, Edwin Cowles, George A. Benedict, John W. Allen, N. B. Sherwin, Thomas Jones, Jr., William W. Armstrong, A. T. Anderson, John C. Hutchins.

were East Cleveland and Newburg. It was, therefore, no surprise when West Cleveland and Brooklyn came into the municipal fold. West Cleveland was annexed on March 5, 1894, and Brooklyn Village on April 30, 1894. The first named added to the city about 1,500 acres and 6,000 inhabitants; Brooklyn, 1,700 acres of land and 5,000 inhabitants. By the terms of annexation, Cleveland assumed the payment of bonds, as follows: West Cleveland, \$95,349; Brooklyn Village, \$143,674.72. The city, however, received the following amounts in cash from the treasurers of the two towns: West Cleveland, \$6,172.17; Brooklyn Village, \$33,000.92. It also received permanent improvements, valued as follows:

	<i>Brooklyn Village.</i>	<i>West Cleveland.</i>
Sewers . . . . .	\$51,058.85	\$353.80
Pavements . . . . .	75,688.57	38,872.74
Water pipe . . . . .	73,736.85	63,326.70
Sidewalks . . . . .	1,138.07	24,286.19
Curbing and grading . . . . .	2,706.54	28,338.89
Town Hall . . . . .		3,000.00
	<hr/>	<hr/>
	\$204,328.88	\$158,178.32

Up to November 16, 1895, Cleveland had been singularly free from serious accidents on its street railroads, although its river and its viaducts, with their swing-bridges, were constant menaces. On that date, however, in an early hour of the evening, a car plunged through the open draw of the Central Viaduct, into the Cuyahoga River, 100 feet below. Seventeen deaths resulted, all from drowning, for there were no injuries on the bodies when they were recovered. The car was one on the Cedar and Jennings avenue line of the "Big Consolidated" system, and it was going to the South Side. The accident occurred at the north end of the draw. Its cause is uncertain, for the testimony before the coroner was at direct odds on the vital point. The bridge-tender swore that the bridge had been opened for a tug boat, that the warning red lights were displayed, and that the gates were closed and

locked. The motorman, who jumped and was saved just as his car went over the brink, swore that the gates were open, and there were no lights. The conductor, who gave the signal to start after the car had stopped at the safety switch, was one of the drowned, and so his testimony, which would have been final, was lost. The coroner's verdict was non-committal as to the placing of the responsibility. Augustus Rogers, the motorman, who was held for manslaughter, was discharged. Only one passenger was saved. He went down with the car, but struggled out to the surface of the water and clung to a spile till rescued.

After a number of years of agitation, by press and public, it seems within the range of easy probability that Cleveland will have a new government building. Hon. Theodore E. Burton, congressman from this district,<sup>76</sup> drafted a bill asking for an appropriation of \$2,500,000 for this purpose, and it has already received the preliminary approval of the committees, and it will undoubtedly be passed without difficulty. The new building will, probably, occupy the site of the present one, the Case Library property, and also the street between them.

Cleveland will have a noble art gallery, and a helpful art school, so soon as certain legal complications, attending the consolidation of a number of bequests for this purpose, are disposed of. The first citizen whose generosity took this turn was H. B. Hurlbut. By his will, his immense estate, and valuable art collection, were given to his wife for life. At her death, they were to be used to found an art gallery, after certain legacies were paid. Henry C. Ranney, James D. Cleveland, and William E. Miller are the trustees of this fund. Horace Kelley, who

<sup>76</sup> It may be permitted, at this point, to name the Clevelanders who have represented the city in Congress, with the dates of service, as follows: John W. Allen, 1837-41; Sherlock J. Andrews, 1841-43; Edward Wade, 1853-61; Albert G. Riddle, 1861-63; Rufus P. Spaulding, 1863-69; Richard C. Parsons, 1873-75; Henry B. Payne, 1875-77; Amos Townsend, 1877-83; Martin A. Foran, 1883-89; Theodore E. Burton, 1889-91; Tom L. Johnson, 1891-95; Theodore E. Burton, 1895-97.



died in December, 1890, left valuable real estate, encumbered only by an allowance to his widow, for the purpose of establishing an art gallery, and the founding of an art school. The trustees named are James M. Jones, Henry C. Ranney and Alfred S. Kelley. John Huntington, as before stated, gave a certain per cent. of the income from his estate, during the life-time of his children, and at their death a definite amount of property, for an art gallery, and an evening polytechnic school. Henry C. Ranney, Edwin R. Perkins, John V. Painter, S. E. Williamson, Charles W. Bingham, John H. Lowman, James D. Cleveland, George H. Worthington, and Mariette Leek Huntington, are the trustees. On



MAYOR ROBERT BLEE.

December 23, 1892, J. H. Wade, who wished to see the art gallery project take tangible form, gave four acres in Wade Park, for the proposed building. As the purposes of all these bequests are the same, and the trustees of a single mind, in their desires to co-operate, it only needs the proper legal measures to amalgamate these funds, and

then the gallery, and the schools, will immediately follow.

The newspapers of Cleveland did not wait for the dawn of the city's centennial year to show that they were keeping step with the music of progress, nor for the advent of Greater Cleveland, in which to give evidence that they were abreast with modern methods. Perhaps it would be just to say, that no one agency has done as much for the encouragement of enterprise, and the advertisement of Cleveland's claims before the world at large, as her local press.

In the pages preceding, mention was made of the early ventures in the newspaper line. That record ended in,

or near, 1840. To attempt to carry it forward, in a completeness of detail, through the half century and more that lies between that date and this, would be as mournful as reading the inscriptions in a cemetery, and about as fruitful of results. Like all cities that have passed through experiences worthy of mention, Cleveland has seen her scores and scores of newspaper ventures spring up, as in a night, and die with the same ease and expedition.<sup>77</sup> There are few things more easily done than to start a newspaper; there are few things more difficult than to keep it going.

The founding of the "Cleveland Herald" has already been related, at some length. A long, useful, and honorable career was permitted it, between its humble beginning, in 1819, and its partition and absorption, in 1885.

The "Herald" became the "Herald and Gazette," in 1837, having united its fortunes with the "Gazette," established by Colonel Whittlesey, in the preceding year. At a little later date, the ownership passed into the hands of Josiah A. Harris. In 1850, he sold a part interest to A. W. Fairbanks, who assumed charge of the publication department, and added a job printing outfit. In 1853, George A. Benedict became one of the proprietors and editors, and, near the close of the Civil War, Mr. Harris retired, Mr. Benedict becoming editor, and the busi-

<sup>77</sup>A mention of the titles of some of these earlier ventures may be permitted: "Second Adventist," "Ohio American," "Declaration of Independence," "Weekly Times," "Reserve Battery," "Spirit of Freedom," "Temple of Honor," "Spirit of the Lakes," "Family Visitor," "Cleveland Commercial," "Harpoon," "Golden Rule," "Forest City," "True Democrat," "Annals of Science," "Commercial Gazette," "Germania," "Spiritual Universe," "Daily Review," "Buckeye Democrat," "Wool Growers' Reporter," "Agitator," "Dodges' Literary Museum," "Vanguard," "Daily Dispatch," "Gleaner," "Brainard's Musical World," "Analyst," "Literary Museum," "Temperance Era," "Ohio Spiritualist," "Printing Gazette," "Prohibition Era," "New Era," "Real Estate Recorder," "Mechanics' and Blacksmiths' Journal," "Coopers' Journal," "Illustrated Bazaar," "House and Garden," "Hygenia," "Pulpit," "Cross and Crown," "Columbia," "Our Youth," "Cuyahoga County Blade," "Household Treasure," "Indicator," "Pictorial World," "Household Gem," etc., etc.

ness being carried on by Fairbanks, Benedict & Co. The "Herald," during these years, had become strong, powerful, and prosperous, and an outspoken organ of the Republican party. In 1876, Mr. Benedict died, and his interest was purchased by his partner.

Toward the end of 1877, the "Herald" passed into the control of Richard C. Parsons and William P. Fogg. The Herald Publishing Company was formed a little time thereafter. The stock was held by various parties. Col. Parsons and Mr. Fogg resigned the management. The old newspaper was destined to pass through various experiences, all of which tended to financial loss, and, in 1885, it passed out of existence. It was divided and absorbed by its two rivals,—the "Plain Dealer" taking the plant, and the "Leader" the name, news franchises and subscription lists.<sup>78</sup>

Next in age, among the daily newspapers that have been, for years, identified with the history of Cleveland, comes the "Plain Dealer." In 1834, the "Advertiser," established as a Whig organ, passed into the control of Canfield & Speneer, who continued its publication, as a Democratic weekly, until 1836, when it was issued as a daily. It was sold, in 1841, to J. W. and A. N. Gray, who changed its name to the "Plain Dealer." It continued as a staunch Democratic organ, while extending its facilities and reputation as a news gatherer. Its editor, J. W. Gray, died in 1862. Four years later, the paper was purchased by William W. Armstrong, of Tiffin, Ohio, a veteran editor and publisher, who had but recently retired from office, as Secretary of State. In 1877, he organized the Plain Dealer Publishing Company, of which

<sup>78</sup> "More than sixty-five years ago, the 'Cleveland Herald' first saw the light. To-day, after a longer life than is granted to most newspapers, it rests from its labors. . . . In closing the record of the 'Herald,' we can justly claim it to have been a clean, and honorable, as well as useful, record. We know that, in passing out of sight, it will leave behind it a good name, and thousands who will mourn its departure, as that of an old, a trusted, and valued friend."—"The 'Herald's' Farewell," by J. H. A. Bone, in the final issue, March 15, 1885.



he became president and manager, while still retaining his position as editor. The paper was continued, as an evening publication, until 1885, when it was sold to L. E. Holden and others, who also secured the "Herald" plant, as before mentioned, and began the issuing of a morning and Sunday edition. The present officers of the company are: *President*, L. E. Holden; *Vice-President*, L. Dean Holden; *Treasurer*, R. R. Holden; *Secretary and General Manager*, Charles E. Kennedy. Because of other large and diversified interests, L. E. Holden did not give the paper much attention, until 1893. Since then, he has been the controlling and directing force of the editorial columns of the "Plain Dealer," and, although unable to fall into routine work, contributes the leading articles upon all subjects of moment. The general manager is Charles E. Kennedy, who served an apprenticeship in both the editorial and business departments of Cleveland newspapers. He has held his present position since January 1, 1893. The wonderful growth of the "Plain Dealer," especially during the past three years, warranted a larger and better newspaper office, and in the spring of 1896, the company bought the large building facing on Superior, Bond and Rockwell streets, and remodeled it into a modern newspaper home for the "Plain Dealer," and its afternoon edition, the "Evening Post." The "Plain Dealer" has of late taken a high stand in the newspaper world, and is well regarded as one of the leading and most influential of the Democratic organs of the West.

The "Cleveland Leader" has for years been closely identified with the interests of the City of Cleveland, and with those of the Republican party, of which it is one of the leading exponents. It has been known under its present name since 1854, although its actual beginning as a newspaper must be sought a decade earlier. In 1844, the "Ohio American" was established in the City of Ohio, by R. B. Dennis, who conducted it as an organ of the old Liberty party. In 1845, Edwin Cowles became its publisher. The "True Democrat," an anti-slavery Whig

organ, was established at Olmsted Falls, O., in 1846, and was moved to Cleveland one year later. In 1848, the "True Democrat" and the "Ohio American" were consolidated, under the name of the first-mentioned. In 1852, Joseph Medill came to Cleveland and established the "Daily Forest City," and in 1853 this paper and the "True Democrat" were consolidated under the name of the "Daily Forest City Democrat." Edwin Cowles, who was then engaged in the printing business, became one of the owners of the newly-named journal, the proprietors being known under the firm name of Medill, Cowles & Co. Mr. Cowles took charge of the business department,

the editors being Mr. Medill and John C. Vaughan.



EDWIN COWLES.

In March, 1854, the long name with which the paper had been burdened gave way, and the "Cleveland Leader" took its place among the journals of Ohio. The entire property passed, by purchase, into the hands of Mr. Cowles<sup>79</sup> in 1855. In 1860, he took personal charge of the editorial department, where he re-

mained until his death. In 1860, the Cleveland Leader

<sup>79</sup> Edwin Cowles was born in Austinburg, Ashtabula County, O., on September 19, 1825. He learned the printer's trade, in Cleveland, and, at the age of eighteen, engaged in business for himself, as the junior member of the firm of Smead & Cowles. His connection with the newspaper business has been above related. He was one of the founders of the Republican party, and was boldly outspoken, in defence and support of its principles, all through his life. As an editor, he was utterly without fear, and adhered to that which he believed to be the right, with a tenacity that made him a power, in any cause to which he gave his support. He opposed slavery, and supported the vigorous prosecution of the war, with all the power that lay within him. He was appointed postmaster of Cleveland, in 1861, and held that office for five years. He was a delegate to the Republican National Conventions of 1876 and of 1884, and, in 1877, was appointed honorary commissioner to the Paris Exposition. He died on March 4, 1890, after a life of great industry and exceptional usefulness.

Printing Company was formed, Mr. Cowles holding the majority of the stock. In 1869, the "Evening News" was added, as an afternoon edition of the "Leader," and at a later date, as before mentioned, the name and good-will of the "Herald" were obtained by purchase, and the evening paper became the "News and Herald."

The "Leader," from the first, has been an earnest and aggressive supporter of the Republican party, and was long since recognized as the chief exponent of the party in this section of the country. Its management, at present, is in the hands of the following officers: *President and General Manager*, E. H. Perdue; *Vice-President*, Alfred H. Cowles; *Secretary*, Charles W. Chase; *Treasurer*, W. F. Bulkeley; *Editor-in-Chief*, James B. Morrow.<sup>80</sup>

On November 2, 1878, Ed. W. Scripps and John S. Sweeney, of the "News," Detroit, Mich., began the publication of the "Penny Press" in Cleveland. It was a one-cent, seven-column folio, and its outfit consisted largely of an upright Baxter engine, and a four-cylinder Hoe press. Mr. Scripps was the editor, and Mr. Sweeney the business manager. The paper succeeded, was repeat-

<sup>80</sup> DEAR SIR:—You ask me to state the policy, politics and principles of the "Cleveland Leader." The policy of the "Leader" is to get and to print the news, and to treat all men and all classes with exact justice. The "Leader" is a Republican newspaper—stalwart in its politics, but fair enough, I am sure, to expose and condemn a Republican rascal, and to cheerfully commend an honest and competent Democrat, when one is discovered to be in office. The "Leader" believes in the people—in their morality, and in their patriotism. It stands for the enforcement of the law, the preservation of order, the rights of all men, the dignity of labor, the protection of property, the Constitution of the United States, and the Stars and Stripes. It seeks to induce people to live rightly, and to think rightly. It believes in the public schools, and insists that no public money shall be appropriated for sectarian purposes. It has fought, and is now fighting, for civil service reform, in National, State, and Municipal government. It maintains that Cleveland is the best city in Ohio, and that Ohio is the best State in America. But above all, the "Leader" exalts the truth.

Very truly yours,

MR. JAMES H. KENNEDY.

JAMES B. MORROW.

CLEVELAND, O., JUNE 6, 1896.



edly enlarged, and now has a larger circulation than its projectors ever hoped for. It is now known as the "Cleveland Press." It owns its publication building, has five Potter presses, and is constantly making improvements. The editor-in-chief is E. W. Scripps, president of the Scripps-McRae league of newspapers. R. F. Paine,<sup>81</sup> the editor, has been with the paper seventeen years. E. W. Osborn is the business manager.

The "Morning Recorder" is the youngest of the Cleveland dailies. Its first number appeared on September 9, 1895, and it is published every day, except Sunday. It is decidedly unique, and aims to be as original as possible. It is only four pages, and seldom uses cuts. Politically, it is independent and fearless. The "Recorder" is owned and published by the Record Publishing Company, which was organized by George A. Robertson, who has been connected with Cleveland journalism, almost constantly, for twenty years. The officers of the company are: *President*, M. C. Reefer; *Vice-President*, George P. Cowey; *Treasurer*, George A. Robertson; *Secretary*, Louis F. Post. M. C. Reefer is manager, George A. Robertson<sup>82</sup> editor, and R. B. Gelatt managing editor.

<sup>81</sup> DEAR SIR:—It is the policy of the "Cleveland Press" to give all the news; to permit the people to conduct their own politics; and to maintain those principles which it deems right, regardless of sect, political affiliation, or social position, of those who may be interested in those principles.

Yours respectfully,

R. F. PAINE,

Editor.

CLEVELAND, O., June 9th, 1896.

<sup>82</sup> DEAR MR. KENNEDY:—The intention is to make the "Recorder," first of all, a newspaper. It contains all the news, stated in such form that it may be quickly read by the busiest man. It is the belief of its founders, that in this hustling age, the publisher who saves the time of his readers, by carefully editing the news, is doing them a service. The "Recorder" is a protest against the mammoth sheets of the time, that have grown up through the enormous reduction in the cost of composition, print paper, and printing, through the introduction of modern machinery. It is unique, and original, in almost every respect, and the hearty way in which it has been received by the reading public is a sure indication that it is on the right track. In politics, it is strictly independent, and will in the future, as in the past, support only such men and measures as it believes are for

The first issue of what is now the "Cleveland Daily World" made its appearance on August 29, 1889. The "Sunday World," formerly the "Sunday Journal," had been in existence some years prior to that time. The year 1889 was somewhat fruitful in the starting of daily newspaper enterprises in Cleveland. The first that shone out was the "Evening Star," on the West Side. It was the daily offshoot of a weekly paper, by the same name, that had been issued by Doty & Hall, on Saturdays. Robison & Cockett, the proprietors of the "Sunday World," started an afternoon "World" in the last days of August, and George A. Robertson, of the "Sunday Sun and Voice," started the "Evening Sun" about this time. A little later, in the fall, the "Morning Times" was started, by H. E. Woods and associates. From all these efforts, only one paper survived, and that is now called the "Daily and Sunday World." The process of growth and elimination is interesting. Within a few weeks, the "Sun" and "World" united, and the name "Sun" was soon dropped, leaving the present title. The "World" had strong financial backing, and though it naturally met vigorous competition, grew steadily in circulation and influence. Its manager, almost from the start, was B. F. Bower, who came to Cleveland from Detroit. Its editor was George A. Robertson. The president of the company, and one of its chief financial backers, was F. B. Squire. In April, 1895, Messrs. Bower and Robertson sold all of their interest, and Mr. Squire most of his, to

the best interests of the people. It will never take into consideration, for a moment, the question of whether its course is likely to be popular or not.

It will constantly depend upon the truth and justice of its position for final vindication, and it cares little whether immediate victory crowns its efforts or not. The publishers of the "Recorder" believe that its establishment marks a new era in American journalism. The day of the honest newspaper, which gives all the news honestly, and which is not controlled by party, clique or faction, certainly ought to dawn about now. The "Recorder" wants to be a part of that dawn.

GEORGE A. ROBERTSON,

Editor.

CLEVELAND, O., July, 1896.

Robert P. Porter, who is now its editor and proprietor. The managing editor is John J. Spurgeon.<sup>83</sup>

<sup>83</sup> The following statement, as to policy and principles, is authorized by the "World" management: "The 'Cleveland World' is Republican in politics, never refusing to criticise the shortcomings of those elevated to office by the Republican party, if criticism is necessary, yet its unswerving loyalty to Republican principles has been one of the sources of strength to the organization, in its city, its county and its State. Its advocacy of the eight-hour day, its practical carrying out of the eight-hour day, within its office, and its encouragement of all that is best and right, for the advancement of the laboring men of its constituency, and of the whole country, have made it the accepted friend of labor and its advocates."



## CHAPTER XIX.

### CLEVELAND'S CENTENNIAL YEAR.

The dawn of July 22, 1896, saw the completion of Cleveland's first century of existence, reckoned from that earlier July day which witnessed the landing of Moses Cleaveland, and his little company of surveyors, upon the green banks of the Cuyahoga River. In the pages which have gone before, we have learned of the wonderful things that these one hundred years of faithful and fruitful labor have accomplished.

It was, of course, a matter of general agreement that this Centennial anniversary should be fittingly celebrated. The first public suggestion of concerted action came, quite properly, from that organization which has accomplished so much in the collection and preservation of local history—the Early Settlers' Association of Cuyahoga County.

At the annual meeting of that body, on July 22, 1893, John C. Covert offered the following resolution:<sup>84</sup> "That the president appoint a committee of nine persons, he to be the chairman, to confer with the City Council, Chamber of Commerce, and other local bodies, to provide for a proper celebration of the Centennial anniversary of the landing of Moses Cleaveland, at the mouth of the Cuyahoga River, on July 22, 1796."

This resolution was unanimously adopted. In obedience to its directions, the president appointed the following gentlemen members of such committee: John C. Covert, A. J. Williams, Bolivar Butts, James Barnett, George F. Marshall, Wilson S. Dodge, Solon Burgess, H. M. Addison. Richard C. Parsons, president of the Asso-

<sup>84</sup> "Annals of the Early Settlers' Association," Vol. III., No. 2, pp. 45 and 106.

ciation, became, by the terms of the resolution, chairman of the committee.

The important question thus raised was discussed favorably by the general public. The officers and members of the Chamber of Commerce showed an especial interest in the matter. At a meeting of the Chamber, held on November 21, 1893, the following resolutions were adopted:

WHEREAS, The year 1896 will mark the one-hundredth anniversary of the founding of the City of Cleveland; and,

WHEREAS, So important an event deserves commemoration in the degree to which Cleveland has made advancement during that period in population, wealth, commerce, education and arts; therefore,

*Resolved*, That a committee of five be appointed by the Chamber of Commerce, whose duty it shall be to begin at once timely and suitable preparations for an appropriate celebration of the city's Centennial, to the end that various important public improvements now in progress, or in contemplation, may, by unity and harmony of action, be brought to a culmination in that year, and the occasion be thus distinguished by tangible evidences of the city's growth and glory.

The following gentlemen were appointed members of that committee: Wilson M. Day, chairman; W. J. Akers, H. A. Garfield, S. F. Haserot, Webb C. Hayes, Geo. W. Kinney, O. M. Stafford.

This committee submitted an elaborate report to the Chamber, which was adopted with enthusiasm. The same committee, substantially, was reappointed in 1894, and made a further report, which was likewise adopted. Its closing recommendation was that a commission be formed, consisting of the governor of the State, the secretary of State, the auditor of State, the president of the Senate, and the speaker of the House, *ex officio*; the mayor, the director of law, the director of public works, the president of the City Council, and the director of schools, *ex officio*, and fifteen citizens at large.

Cleveland was thus committed, through her early settlers and representative business men, to a fitting celebration of the one-hundredth anniversary of her birth.

A conference was held on May 11, 1895, by Robert E. McKisson, mayor of Cleveland; Samuel G. McClure, sec-

retary of the Board of Control; Wilson M. Day, president of the Chamber of Commerce, and Ryerson Ritchie, secretary of the Chamber, in which the way was prepared for the work of the future. At a second meeting of the above-named gentlemen and representatives of the Early Settlers' Association's Committee, held on May 17th, the full Centennial Commission was selected, as follows:

*State*: William McKinley, Governor; Samuel M. Taylor, secretary of state; Edward W. Poe, auditor of state; Andrew L. Harris, president of the Senate; Alexander Boxwell, speaker of the house.

*Municipality*: Robert E. McKisson, Mayor; Minor G. Norton, director of law; Darwin E. Wright, director of public works; Dan F. Reynolds, Jr., president of the City Council; H. Q. Sargent, director of schools.

*At Large*: Wm. J. Akers, Chas. W. Chase, Martin A. Foran, John F. Pankhurst, Henry M. Brooks, H. M. Addison, L. E. Holden, A. J. Williams, Moritz Joseph, Richard C. Parsons, Bolivar Butts, Wilson M. Day, Augustus Zehring, Geo. F. Marshall, Geo. W. Kinney.

The first officers were: *Honorary President*, William McKinley.

*President*, Robert E. McKisson.

*First Vice-President*, Wilson M. Day.

*Second Vice-President*, A. J. Williams.

*Secretary*, Samuel G. McClure.

*Treasurer*, Charles W. Chase.

At a meeting of the executive committee of the commission, it was decided to recommend Wilson M. Day, president of the Chamber of Commerce, and a most active and intelligent advocate of all measures proposed for the city's good, for the important position of director-general. At a meeting of the Commission, on July 11th, Mr. Day was, therefore, unanimously elected. L. E. Holden was chosen his successor, in the office of first vice-president. It was also decided, at this meeting, that the celebration should open on July 22nd, and close on September 10, 1896.

Thus equipped, the Cleveland Centennial Commission



opened headquarters in the City Hall, and entered upon the accomplishment of the important labor committed to its hands. It was the general opinion that an exposition could best set forth the greatness of Cleveland, as a center of business activities, and, at the same time, commemorate her Centennial birthday. A careful study of the whole question was entered upon. Committees visited various other cities, where such expositions had been held; many conferences were had with business men of Cleveland and elsewhere. All the arguments for and against were carefully considered. A suggestion was finally made for the purchase of exposition grounds and the erection of the needed buildings. This was taken into consideration, at a



MAYOR R. E. M'KISSON.

series of meetings of business men, but from a lack of the needed funds, and doubts about the raising of the same, the shortness of the time remaining, and other valid considerations, the project of an exposition was abandoned in the first month of the Centennial year.

Meanwhile, the preparations for a due celebration of the event, along other lines, had been pushed forward. A fund of some sixty thousand dollars<sup>85</sup>

was raised. The commissioners and their director-general desired to make the celebration one of the greatest and most successful ever seen in the West. In addition to arranging all the needed details for a series of events

<sup>85</sup> It is proper to state here that a preliminary fund of \$8,113 was raised by popular subscription, followed by a general fund of \$63,740.25. The chief work in connection therewith was performed by a finance committee, consisting of C. C. Burnett, chairman; F. F. Hickox and F. L. Alcott, vice-chairmen; Myron T. Herrick, treasurer; Henry Humphreys, secretary; William Edwards, George T. McIntosh, Henry S. Blossom, C. F. Brush, and John Meckes. All expenses of the celebration were eventually paid, leaving a balance in the treasury.

of a general character, a great task was undertaken in securing and providing for various conventions, and other gatherings, that were to be a part of this summer of patriotic celebration. A department, under the control of the women of Cleveland, was added, and to it was assigned the work of seeing that the part taken by women in the building up of Cleveland, should be fittingly recognized and commemorated.

It was decided that the series of events for the Centennial summer should commence with July 19th, the Sabbath preceding the anniversary of July 22nd, and end with September 10th, the day made memorable by Commodore Perry's decisive victory on Lake Erie. The main features of the programme may be briefly outlined, as follows:

July 19th.—Sacred and patriotic selections on Trinity Cathedral chimes, at 8 a. m.; Centennial services in the churches, at 10.30 a. m.; citizens' mass meeting in the Central Armory, at 2.30 p. m.; mass meeting of German Lutheran congregations of Cleveland and vicinity, in Music Hall, at 2.30 p. m.; Centennial services in the churches, at 7.30 p. m.; mass meeting of German Protestant congregations in Central Armory, at 7.30 p. m.

July 20th.—Opening of the Ohio National Guard, and United States Regulars' encampment, at Camp Moses Cleaveland, at 2.30 p. m.; opening of Centennial exhibition of Cleveland School of Art, at 8 p. m.

July 21st.—Opening of the log-cabin on the Public Square, at 2 p. m.; reception at the cabin, by the women of the Early Settlers' Association, between 10 a. m. and 5 p. m.; Centennial concert, at 7.30 p. m.

July 22nd.—Founder's Day. Centennial salute, by the Cleveland Light Artillery, 12 midnight; national salute, at 5.30 a. m.; reception of guests, 8 to 9 a. m.; public exercises in Central Armory, at 9.30 a. m.; grand parade of military and uniformed civic organizations, at 2.30 p. m.; national salute at 5.30 p. m.; illumination of Centennial Arch at 8 p. m., followed by historical pageant,

"The Passing of the Century;" Centennial reception and ball at Grays' Armory, at 10 p. m.

July 23rd.—New England Day. Boat ride and street railway excursion, to Ohio editors, at 9.30 and 10.15 a. m.; New England dinner, at 12.30 p. m.; carriage ride to Ohio editors, at 3 p. m.; Centennial comic opera, "From Moses to McKisson," in Euclid Avenue Opera House, at 7.30 p. m.; open air concert, at 8 p. m.

July 24th.—Wheelmen's Day. Wheelmen's parade, at 3 p. m. [afterwards changed, on account of rain, to July 27th]; gymnastic and athletic exhibitions by united German, Bohemian and Swiss societies, in Central Armory, at 7.30 p. m.

July 28th.—Woman's Day. Exercises in Central Armory, from 9 a. m. to 4.15 p. m.; reception in Grays' Armory, at 5.30 p. m.; banquet, at 6.30 p. m.

July 29th.—Early Settlers' Day. Annual meeting of the Early Settlers' Association, in Army and Navy Hall, at 9.30 a. m.; meeting of representatives of pioneer associations within the Western Reserve, at 12.30 p. m.

July 30th.—Western Reserve Day. National salute, at 5.30 a. m.; exercises in Central Armory, at 9.30 a. m.; military and pioneer parade, at 2.30 p. m.; open air concert, at 8 p. m.

August 10th.—Centennial yacht regatta; to continue until the evening of August 13th.

August 18th.—Centennial Floral Exhibition; to continue until the evening of August 20th.

August 22nd.—Opening of the Knights of Pythias encampment: Exercises to continue until the evening of August 29th.

September 7th.—Historical conference; sections of education, religion, and philanthropy; to continue until the afternoon of September 9th.

September 10th.—Perry's Victory Day. National salute at 5.30 a. m.; public exercises in Central Armory, at 9.30 a. m.; grand military and industrial parade, at 2.30 p. m.; national salute, at 5.30 p. m.; spectacular enter-



tainment on the lake front, at 8 p. m., "The Battle of Lake Erie;" official banquet of the Centennial Commission, at 9.30 p. m.

There had been some changes in the Centennial Commission, since its formation, and, that justice may be done to many earnest workers not yet named, the members of that body, as it was constituted on the opening of the celebrations, may be here given, as follows:

*Honorary President*, Asa S. Bushnell.

*Honorary Secretary*, Samuel G. McClure.

*President*, Robert E. McKisson.

*First Vice-President*, L. E. Holden.

*Second Vice-President*, A. J. Williams.

*Secretary*, Edward A. Roberts.

*Treasurer*, Charles W. Chase.

*Director-General*, Wilson M. Day.

*State Members*: Asa S. Bushnell, Governor; S. M. Taylor, secretary of state; W. D. Guilbert, auditor of state; Asa W. Jones, president of the Senate; D. L. Sleeper, speaker of the house.

*Municipal Members*: Robert E. McKisson, Mayor; Minor G. Norton, director of law; Darwin E. Wright, director of public works; Frank A. Emerson, president of the City Council; H. Q. Sargent, director of schools.

*Members-at-large*: William J. Akers, H. M. Addison, A. T. Anderson, Bolivar Butts, Clarence E. Burke, Charles F. Brush, Charles W. Chase, George W. Cady, John C. Covert, Wilson M. Day, George Deming, William Edwards, Martin A. Foran, Kaufman Hays, H. R. Hatch, Orlando J. Hodge, L. E. Holden, James H. Hoyt, M. A. Hanna, John C. Hutchins, George W. Kinney, John Meckes, James B. Morrow, Daniel Myers, Samuel Mather, E. W. Oglebay, James M. Richardson, H. A. Sherwin, A. J. Williams, A. L. Withington, Augustus Zehring.

Among those who also assisted in the labors of Centennial year, as chairmen of committees, to which special work was assigned, or in charge of sections and depart-

ments, created by the Commission, the following may be named: *Finance-Executive*, C. C. Burnett; *Military*, George A. Garretson; *Music*, Byron E. Helman; *Decoration*, L. N. Weber; *Log-Cabin*, Bolivar Butts; *Reception and Entertainment, Founder's Day*, William Edwards; *Public Observances, Founder's Day*, L. E. Holden; *Parade, Founder's Day and Western Reserve Day*, J. J. Sullivan; *Pageant, Founder's Day*, George W. Kinney; *Reception and Ball, Founder's Day*, Mrs. William Edwards; *New England Dinner, New England Day*, N. B. Sherwin; *Ohio Editors, New England Day*, Ralph D. Williams; *Bicycle Parade*, J. E. Cheesman; *Public Observances, Western Reserve and Early Settlers' Day*, Henry W. S. Wood; *Yacht Regatta*, George H. Worthington; *Centennial Floral Exhibition*, E. H. Cushman; *Knights of Pythias Encampment*, James Dunn; *Historical Conference, Section of Education*, Charles F. Thwing; *Section of Philanthropy*, J. W. Walton; *Section of Religion*, J. G. W. Cowles; *Speakers and Exercises, Perry's Victory Day*, William J. Gleason; *Reception and Entertainment, Perry's Victory Day*, F. H. Morris.

The officers and executive committee of the Woman's Department, Centennial Commission, were as follows:

*President*, Mrs. Mary B. Ingham.

*Vice-Presidents*, Mrs. Mary Scranton Bradford, Mrs. Sarah E. Bierce, Mrs. Geo. Presley, Jr., Mrs. Joseph Turney.

*Recording Secretary*, Mrs. Ella Sturtevant Webb.

*Corresponding Secretary*, Mrs. S. P. Churchill.

*Treasurer*, Miss Elizabeth Blair.

*Assistant-Treasurer*, Miss Elizabeth Stanton.

*Historian*, Mrs. Gertrude V. R. Wickham.

*Executive Committee*: Mrs. Elroy M. Avery, chairman; Mrs. Charles W. Chase, Mrs. T. K. Dissette, Mrs. H. A. Griffin, Mrs. M. A. Hanna, Mrs. P. M. Hitchcock, Mrs. O. J. Hodge, Mrs. John Huntington, Mrs. F. A. Kendall, Mrs. W. B. Neff, Mrs. N. B. Prentice, Mrs. W. G. Rose, Mrs. L. A. Russell, Mrs. M. B. Schwab, Mrs. Charles H. Weed, Mrs. A. J. Williams.

The formal opening of these prolonged and varied re-

joicings, in which patriotic Cleveland was to testify of the many good things scattered along its first hundred years of lusty life, was fittingly found in the uplifting of many voices in that grand and appropriate chorus from *Elijah*, "Thanks be to God!". In this noble strain the reverent gratitude of the people found expression. Already the chimes of Trinity had rung out selections from national and sacred airs; already had the churches of the city, dur-



EUCLID AVENUE, FROM ERIE STREET.

ing the morning hours of this Sabbath day, set the seal of sermon, and song, and prayer, in approval of the celebration of the Centennial year.

A great concourse of people had gathered in the Central Armory, on the afternoon of Sunday, July 19th. The hall was fittingly decorated, the starry flag, of course, being displayed in every quarter. All classes of citizens



were represented, and on the platform sat members of the Centennial Commission and committees, leading clergymen of various denominations, officers of the city government and Chamber of Commerce, and others who had aided the work in various ways. A large number of local organizations, military and fraternal, were also in attendance, in uniform.

The order of exercises was opened by J. G. W. Cowles, chairman of the Committee on Section of Religion, who asked the Cleveland Vocal Society to render the great hymn of thanksgiving, spoken of above. Prayer was then offered by the Right Rev. Bishop William A. Leonard, and at the conclusion, the entire audience, with heads bowed in reverence, accompanied him in the Lord's Prayer.

Mr. Cowles, as chairman of the section having this gathering in charge, then delivered a thoughtful and impressive address, in which he outlined the causes which, set at work one hundred years ago, had produced such wonderful effects. In opening, he struck the keynote of the occasion when he said: "In this historic hour, closing the century, we are gathered here, without distinction of race, or sect, or creed, to review the records and recall the memories of the first one hundred years of our city's life. What can be more appropriate than that this first Centennial observance should be upon the Sabbath day? And, from what higher summit, or with what clearer and larger outlook, can we survey this period, than from the standpoint of religion?" In conclusion, he said: "What I have said is introductory, and suggestive only. It is for those who follow to exhibit, in various colors and relations, the religious life and progress of this city. In the great world-order, the Jew stands first, the Catholic next, and the Protestant last. But in our local history, the Protestant was the pioneer, followed, after thirty-nine years, by the Catholic, and, after forty-three years, by the Jewish church. The contributions of each one of these factors and faiths have been of incalculable value to this

community and to mankind. Let each one speak for his faith, from his separate point of view, and speak well, for each faith deserves to be well spoken of."

In response to this broad and noble-minded invitation, addresses were delivered by Rev. Levi Gilbert, representing the Protestant churches; Mgr. T. P. Thorpe, the Catholic church, and Rabbi Moses J. Gries, the Jewish church. Prayer was offered by Rev. Herman J. Ruetenik, and these opening exercises came to a close by the entire assembly joining in the hymn, "Nearer, my God, to Thee!"

During the same afternoon, the various German Lutheran congregations of the city gathered in mass meeting in Music Hall, in like observance of the opening of Cleveland's Centennial. The exercises were conducted almost entirely in German. The chair was occupied by Rev. Paul Schwan. The pastors of nearly all the congregations represented, were present on the platform. The only decorations were the American flag, and in front of the stage was a banner bearing these words: "Praise God from Whom all Blessings Flow." Prayers, speeches, and songs were the means employed by the patriotic Germans to show that they also claimed a part in the past of Cleveland, and were ready to do honor to the present. Addresses were delivered by Rev. H. Weseloh, Rev. W. H. Lothmann, of Akron, and the Rev. John Wepel, of Zanesville.

In the evening, there were further Centennial services in the churches, and yet another mass meeting, of German Protestant congregations, in Central Armory. Rev. F. Friedrich presided. The exercises were opened by a hymn and prayer, after which Mayor McKisson was introduced and made a brief address, the beginning of which was as follows: "This day has marked the opening of our long anticipated Centennial celebration. After many months of waiting and planning, a period of rejoicing, over the completion of one hundred years of the city's history, has arrived. This mass meeting is a mark of the

strength of our German citizenship, and an earnest of your lively interest in the welfare and prosperity of our municipality."

Director-General Day was then introduced, and in a brief but stirring address paid a fitting tribute to the German character and German patriotism. In conclusion, he said: "May the churches which you represent ever be the fountains of the purest religion, the broadest culture, and the highest patriotism. In the name of the Centennial Commission, I greet you. God save the Fatherland! God save America!"

This conclusion touched a responsive chord, and the applause lasted for several moments. The entire audience then arose and joined in singing "America."

An address in German was delivered by Rev. J. H. C. Roentgen, whose theme was the immigration of Germans into Cleveland, and its results. Rev. G. Heinmiller then spoke on "A History of the German Churches of Cleveland." He gave a comprehensive review of the struggles of the early German Church in this city, and in Ohio. A hymn, followed by prayer, brought the evening's exercises to a close.

Monday, July 20th, witnessed the opening of the encampment of the Ohio National Guard, and United States Regulars, which had been established on the farm of J. B. Perkins, to the west of the city, and appropriately named "Camp Moses Cleaveland." At three o'clock in the afternoon, Hon. Asa S. Bushnell, governor of Ohio, arrived at the camp grounds, accompanied by members of his staff, Robert E. McKisson, mayor of Cleveland; J. G. W. Cowles, president of the Chamber of Commerce, and other distinguished gentlemen. The day had been one of rain and clouds, but at that hour a truce was called, and a short period of sunshine ensued.

The troops formed a hollow square about the Governor's party, who were standing by the flagstaff in the center of the camp. L. E. Holden, representing the Centennial Commission, then introduced Mayor McKisson, who after



an eloquent speech, in turn introduced the Governor, in these words: "I now take pleasure in presenting, on behalf of the Centennial Commission, to Governor Bushnell, as commander-in-chief, this end-of-the-century encampment, to be known as Camp Moses Cleaveland."

The Governor said: "Mr. Chairman and Mayor McKisson, officers and men of the Ohio National Guard, and officers and men of the Regular Army:

"When freedom from her mountain height  
Unfurled her banner to the air,  
She tore the azure robe of night  
And placed the stars of glory there!"

At this moment the halyard was pulled, and the Star Spangled Banner shook out, in all its glory, under the now darkening skies, while the battery down below boomed its salute of twenty-one guns, in unison with the mightier artillery, which the elements had set rolling overhead.

The speech of acceptance of the camp, which followed, was brief, earnest, and to the point. Addressing the mayor, the Governor said: "I desire to thank you, and through you, the people of your magnificent city, for the generous gift of this camp, and I hereby accept it for the State, and dedicate it for the uses for which you present it, and christen it 'Camp Moses Cleaveland,' in honor of the founder of your beautiful city." It was in a down-pour of heavy rain that these words of dedication were uttered, and because of this the exercises came to an end.

Under the immediate advice and direction of those who had been, in their earlier days, sheltered in structures of that character, a log-cabin, fashioned upon the real substantial lines of pioneer architecture, had been constructed by the Centennial managers, on the northeast quarter of the Public Square, and July 21st had been set aside for its dedication.

The human eye, and the human mind, can quite readily grasp any lesson taught by contrasts. In no better or more telling way could the advance of this completed century be shown than by the location of this facsimile of

the pioneer dwelling under the very shadows of the great structures surrounding it. The mind was carried back to that day when General Cleaveland and his aids awoke the echoes of the Cuyahoga Valley with the sturdy strokes that created that first cabin, in which they found a home and headquarters during the summer of 1796; or that earlier "Castle Stow," down on the Conneaut River, that excited the amused wonder of even the children of the forest.

Many of the beloved mothers and fathers of Cleveland gathered within this rude structure, to assist in its dedication. At 2 p. m., Chairman Bolivar Butts, of the Committee on Reception, introduced Richard C. Parsons, chairman of the day. Colonel Parsons thanked Mr. Butts for the honor conferred, and then introduced the Rev. Lathrop Cooley, who asked the divine blessing upon the occasion.

The Arion Quartet sang "My Country! 'tis of thee," after which Mr. Parsons made a brief but eloquent address, in which he paid a fitting tribute to the log-cabin as the birthplace and home of some of our greatest men. Among other things, he said: "We come this day, not to dedicate the log-cabin, or inaugurate its use in Ohio. We come to honor and pay to it our most sincere homage of admiration and regard. We see in it the veritable symbol of our earliest civilization, in this country, and settlement in Ohio. The log-cabin is the cradle of the old statesmen of Ohio, the nursery of her stalwart sons and daughters. It has long been dedicated to the service of man and the house of God."

Speeches were then made by Mayor McKisson, James Lawrence, and W. S. Kerruish. Gen. J. J. Elwell was called upon, and in the course of his brief remarks made this telling comparison: "From this cabin to the building of the Society for Savings [just across the street] is an object-lesson of what has been done in Cleveland, more impressive and instructive than anything I can say. Look at them as they stand! The log-cabin, with no money —

not a cent. The bank, with twenty or thirty millions, belonging to the citizens of Cleveland and the county. From poverty to wealth, is the story they tell."

George F. Marshall, a pioneer of Cleveland, whose pen and voice have given us so many bright and humorous accounts of the early days, next made one of his characteristic speeches. He spoke feelingly of those who had



THE PRESENT ST. PAUL'S EPISCOPAL CHURCH.

worked so well to lay the foundations of our city and State so broad and deep. "These men have long since passed away," said he, "and with each name, with scarce an exception, was a woman who shared the joys and sorrows of those who helped to make the far-famed Western Reserve one of the proudest districts of modern times. Since those pioneers have passed away, the generations



which followed them would like to be rated as 'pioneers,' but they have encountered none of that wrestling with nature which the men were engaged in eighty or ninety years ago. Few who are here to-day may be regarded as pioneers. We are all too young to claim such honor. The first cabins were of the earth earthy; the last ones try to reach the sky."

This brought the formal exercises to an end. The women of the Early Settlers' Association held a reception from 10 a. m. to 5 p. m., and entertained many visitors. Great interest was shown in the many relics and heir-looms with which the cabin was stocked. All through the summer of celebration, this log-cabin was one of the things which the visitor would make sure to see.

The evening of "Log-Cabin Day," as it might well have been called, witnessed the Centennial concert arranged for that occasion. It was held in the Central Armory. One feature of especial attraction was the grand historical musical spectacle, entitled "Battles of our Nation." It covered the military history of our country for a hundred years. The music was furnished by Conterno's Ninth Regiment Band, of New York City. The choruses were sung by the Cleveland Vocal Society, and the military maneuvers were executed by a company of the local organizations.

Founder's Day was, indeed, celebrated in a manner which showed that Cleveland was awake to the requirements of the occasion. When the minute-hand marked the hour of twelve, and Wednesday, July 22, 1896, stood upon the threshold of recorded time, the guns of the Light Artillery boomed forth their thunders, as a sign that the first hundred years of Cleveland's existence had been completed. Sunrise heard a national salute, and although the day gave little promise of good weather, the people universally made holiday.

The chief event of the summer was set for 9.30 a. m. of this anniversary day. Central Armory was again thrown open to a great throng. Exercises had been ar-

ranged for a joint mass meeting, in which Old Connecticut and New Connecticut should together celebrate the anniversary of an event of importance in the annals of both. The chief magistrates of both Connecticut and Ohio were present, accompanied by other honored sons of the two States.

It was near the stroke of ten, when H. R. Hatch, of the Centennial Commission, came upon the stage, accompanied by Joseph R. Hawley, United States Senator from Connecticut, the principal orator of the day. Then came Mayor McKisson, Director-General Day, and James H. Hoyt, the chairman of the day; Asa S. Bushnell, governor of Ohio, and O. Vincent Coffin, governor of Connecticut; William McKinley, ex-governor of Ohio, and Republican nominee for President of the United States; John Sherman, United States Senator from Ohio; Richard C. Parsons, ex-Governor Merriam, of Minnesota, and other gentlemen who had been invited to seats of honor upon the platform.

When the applause which greeted these distinguished gentlemen had subsided, Mayor McKisson, president of the Centennial Commission, called the gathering to order, and in a short and appropriate speech welcomed those who were present as the guests of Cleveland upon this occasion: "To formally open this patriotic celebration," said he, "and welcome to our beautiful city our distinguished guests, is a great honor. I speak the pride of our citizens when I greet you to-day, and extend to you our hospitality and our fraternal hand of fellowship. To all of our guests, whether from the East or the West, from far or near, we dedicate this day, our city, and all it has or is."

James H. Hoyt was introduced as chairman of the day. As a preface to his remarks, he read the following message from the President of the United States, which was received with great applause:

"BUZZARD'S BAY, July 22, 1896.

"Wilson M. Day, Director-General: I congratulate the City of Cleveland upon the close of her first century, with the wish that it is but the beginning of her greatness and prosperity.

"GROVER CLEVELAND."

Mr. Hoyt's speech was eloquent, and breathed a spirit of appreciation of the labors performed by the founders of Cleveland, and of the responsibilities of the present in connection with the fruits of the future. Said he: "When Moses Cleaveland and his companions made their memorable landing, they could not have realized, even in small measure, what that landing meant. The silent forests did not prophesy, and the placid river gave no sign. Their present was perilous, and their future was uncertain. Yet, a short century after, and a city with a population of more than a third of a million; a city whose commerce reaches distant climes, and whose vessels plow distant waters; a city of wealth, of refinement, of enterprise, stands now where its sturdy pioneers then stood. . . . They labored for others, and not for themselves. Theirs was the toil and suffering, and ours is the goodly heritage. Theirs was the privation and danger, and ours is the comfort and peace. They planted, that we might reap. The pioneers sacrificed much for us. Let us, in turn, sacrifice something for those who shall come after us. On this Founder's Day, let us pledge ourselves anew to guard the trusts they have committed to our keeping."

The divine blessing upon the occasion was then invoked by the Rev. Charles S. Mills. Senator Hawley was introduced, and delivered the main address of the day. His oration was largely historical in character, dealing with the settlement of New Connecticut, and making special extended mention of the descendants of Connecticut, who had made their mark in connection with the history of Ohio. He followed General Cleaveland and his party into the wilderness, and summarized their labors and the results that have come therefrom. He then passed to a discussion of the questions that are demanding consideration and solution in the present, and in an able and thoughtful manner suggested the course of patriotism in connection therewith.

John J. Piatt, the poet, then read the Centennial ode,



which the Commission had invited him to prepare for the occasion. It was a song of praise —

“ Praise to the sower of the seed,  
The planter of the tree—  
What though another for the harvest gold  
The ready sickle hold,  
Or breathe the blossom, watch the fruit unfold?  
Enough for him, indeed,  
That he should plant the tree, should sow the seed,  
And earn the reaper's guerdon, even if he  
Should not the reaper be.”

The next speaker was O. Vincent Coffin, governor of Connecticut, who had come for the purpose of bearing the greetings of the parent commonwealth to this lusty offspring in the West. He paid a just tribute to the State of which he was the official head, and fittingly said: “ It is desired that I suggest some thoughts, here in New Connecticut, about the little State down by the sea, which I have the honor in part to represent, and which may well be designated as mother of states. In the early days, it has been claimed Connecticut held by grant a wide section, extending westerly to the ocean. Portions of this section now form parts of at least thirteen different States. But Connecticut gave up nearly all this territory, reserving here in Ohio the large tract known as the Western Reserve. Here, where we are met, her people prepared the ground for a great city, which is now set as the most beautiful of gems in the crown of your queenly commonwealth. Our pride in our own State mounts rapidly as we contemplate her splendid daughter, and remember what glory of motherhood is hers.”

It was at the conclusion of Governor Coffin's speech that Chairman Hoyt suspended the formal order of exercises, to permit J. G. W. Cowles to make announcement of the magnificent additions to Cleveland's park system, which had come through the generosity of John D. Rockefeller. The details of that gift have been related in a previous chapter. It is only necessary to say here that all the negotiations and other steps that led to this gift,

had been conducted with such secrecy that no inkling had come to the people until this moment of the good fortune that was to be a part of Founder's Day. The burst of applause with which the announcement was received, was significant evidence of the appreciative gratitude of the people.

At the conclusion of Mr. Cowles's address, L. E. Holden offered a resolution of thanks and acceptance, coupled with a request that Mr. Rockefeller permit the new park to bear his name. The people arose, as one, in adoption of the resolution.

The official programme was then resumed. Asa S. Bushnell, governor of Ohio, was introduced, and, in behalf of the State, welcomed the Governor of Connecticut and the other distinguished guests. "To the entire State, from this Forest City on the lake," said he, "this Clyde of the United States, to the beautiful Queen City on the southern borders of the State, and from old Marietta, where an Ohio community was established by forty-eight Connecticut men, to Conneaut, where Moses Cleaveland first landed, the State is yours. In the name of all the people of Ohio, I extend you a most cordial welcome."

At the conclusion of this address, William McKinley was introduced, and was received with long and enthusiastic applause. The esteem in which he was held as a neighbor and friend, the admiration for his career as a soldier and a statesman, and the fact that he was then a candidate for President of the United States, served to make him the central figure of the occasion, and caused the people to be demonstrative in their welcome. When quiet had been restored, Major McKinley delivered a brief but thoughtful speech, extolling the character of the pioneer, and pointing out his fortitude, his love of liberty, and the many sterling qualities that made him what he was. He spoke of Cleveland and her achievements in a strain of high appreciation. "To-day the present generation pays its homage to Cleveland's founders," said he, "and offers a generous and unqualified testimonial to

their wisdom and work. The statistics of the population of Cleveland, her growth, production, and wealth, do not, and cannot, tell the story of her greatness. We have been listening to the interesting and eloquent words of historian, poet, and orator, graphically describing her rise from obscurity to prominence. They have woven into a perfect narrative the truthful, yet established, record of her advancement, from an unknown frontier settlement, in the western wilderness, to the proud rank of eleventh city in the greatest country — America — the grandest country in the world. We have heard, with just pride, how marvelous has been her progress; that among the greatest cities of the earth, but sixty-two now outrank Cleveland in population. Her life is as one century to twenty, with some of that number. Yet her civilization is as far advanced as the proudest metropolis in the world. In point of government, education, morals, business thrift, and enterprise, Cleveland may well claim recognition with the foremost, and is fairly entitled to the warmest congratulations and highest eulogy on this her centenary day. Nor will any envy her people a season of self-congratulation and rejoicing. You inaugurate, to-day, a Centennial celebration in honor of your illustrious past, and its beginning is, with singular appropriateness, called Founder's Day. We have heard, with interest, the enumeration of the commercial importance of this city, a port on a chain of lakes, whose tonnage and commerce surpasses that on any other sea or ocean on the globe. We realize the excellence and superiority of the great railroad systems which touch the center of this city. We marvel at the volume and variety of your numerous manufactories, and see about us, on every hand, the pleasant evidences of your comfort and culture; not only in the hospitable homes, but in your churches, schools, charities, factories, business houses; your various streets and viaducts, public parks, statues and monuments — indeed, in your conveniences, adornments and improvements of every sort, we behold all the advantages and blessings



of the model modern city, worthy to be both the pride of a great city and a still greater nation!"

Hon. John Sherman, the senior senator from Ohio — himself not only a son of Ohio, but a descendant from Connecticut parentage — followed Major McKinley. The applause which he received was not merely a tribute to a tried and true statesman, but also a recognition of the



THE HOLLENDEN HOTEL.

personal respect in which he was held by the people he had represented for so many years. He spoke of Cleveland as a city of workshops and factories. "We must never lose sight of the fact," he continued, "that it is the workingmen who develop the resources and beautify the streets and avenues of a great city. Men, not only men who work daily with their hands, but those who work in

their early lives, and at last make gifts to the community of magnificent public parkways, may be included in this category."

Miles Preston, the mayor of Hartford, Conn., was then introduced, but contented himself with briefly extending the greeting of the people of his city to those of the City of Cleveland. A benediction was pronounced by the Rev. Samuel P. Sprecher, and the formal exercises of Founder's Day came to an end. During these, selections had been sung by the Cleveland Vocal Society, the audience joining their voices in those of a patriotic character.

In the afternoon, came the parade of military and uniformed civic organizations. It was witnessed by an immense concourse of people, and was in itself, perhaps, the greatest military and civic display seen by Cleveland in her century of existence. A reviewing stand, on Superior street, in front of the City Hall, with a capacity of nearly five hundred, was filled with prominent citizens and distinguished guests, among whom were Major McKinley, Governors Coffin, Bushnell, and Merriam, and Senators Sherman and Hawley. These gentlemen, with the members of the Centennial Commission, municipal officers, and officers of the Chamber of Commerce, rode in carriages in the van of the procession, until the stand was reached, when they alighted and reviewed the long line as it passed before them.

The forenoon had been discouraging, with a drizzle of rain that promised no cessation, but just as the parade was forming, the clouds parted, and the sun came forth. The city had made gala day, and the decorations in sight in all directions were outward symbols of that fact.

The right of the procession was on Lake street, near Water street, and the various divisions formed on the intersecting streets, as far east as Erie street and Payne avenue. The forward movement occurred a few minutes before three o'clock. The line of march was from Lake street to Water street, to Superior street, to the east side of the Public Square, to Euclid avenue, to Brownell

street, to Prospect street, to Kennard street, to Euclid avenue, to Erie street, to Superior street, where it passed in review, and dismissed after passing under the Centennial Arch.

Col. J. J. Sullivan, chief marshal, rode at the head of the line, accompanied by a mounted staff. The Ninth New York Regiment Band, and Troop A, Ohio National



CUYAHOGA BUILDING.

Guard, came next, as an escort to the carriages containing the Centennial officials and the guests. It is not possible, in the space here permitted, to attempt an enumeration of the scores and scores of organizations, military and civic, that made up this great procession. Among them were the local military of Cleveland, regiments of the Ohio National Guard, bodies of the United States Regu-



lars, Knights of St. John, Odd Fellows, Knights of Pythias, Veteran Volunteer Fire Department, Cleveland Fire Department, Cleveland Letter Carriers' Association, Grand Army of the Republic, etc., etc. As was said of this parade by a chronicler<sup>86</sup> in the local press, "There were more military organizations in the column than ever trod the streets of Cleveland at one time, on a gala occasion. There was an army of armed men, representing all branches of land service, of sufficient size to repulse an enormous force, if called into active duty. There were many representative men in line,—men who have been the bone and sinew of Cleveland, and who have been responsible for the wonderful progress which all Cleveland turned out to celebrate. There were men of national fame; those who have been identified with this nation's prosperity for a score of years or more. There were representatives of the State that gave the first settlers to the Western Reserve, and which have ever shown a sort of paternalism for Northern Ohio. It was, perhaps, the most representative parade that was ever seen in Cleveland."

At 5.30 p. m., the guns again boomed forth the national salute. Long before darkness fell, great multitudes filled the streets, not only in the lower portions of the city, but also all along the line of march of the historical pageant that was to be the main feature of the evening.

The Centennial Arch, that had been erected on the Public Square, with the log-cabin on the one hand, and the Soldiers' Monument on the other, was ready to burst into a blaze of light, when the chief magistrate of the nation should give the signal, in his far-away home. This imposing structure had been planned with due care to architecture, and presented a pleasing attraction to the eye, even before the lights were made a part of its adornment.

At 8.15, President Cleveland touched the electric button, in his home at Buzzard's Bay, and the arch burst into a

<sup>86</sup> "Cleveland Leader," July 23, 1896.

flame of light, amid the cheers of the watching thousands.

All eyes were then turned in the direction of the historical pageant, "The Passing of the Century," which had been arranged with such expense and care. The line of march was from the corner of Seneca and Superior streets to Erie street, to Euclid avenue, to Kennard street, to Prospect street, to Case avenue, to Central avenue, to Brownell street, to Prospect street, to Bolivar street, to the Grays' Armory.

Mounted police headed the line, followed by George W. Kinney, grand master of ceremonies, and staff, aides-de-camp, trumpeters, heralds, bands, and then the floats—twenty-four in all. These were, in the order of march here named, "Progress," "Cleveland of 1796," "Sunday," "Monday," "Tuesday," "Wednesday," "Thursday," "Friday," "Saturday," "January," "February," "March," "April," "May," "June," "July," "August," "September," "October," "November," "December," "The Year," "Passing of the Century," "Cleveland of 1896."

The floats symbolical of the days and months were, in subject, taken largely from mythology, and showed a thorough knowledge of the subject, and artistic execution. The "Passing of the Century" showed Father Time on the back of a huge bird. In "Cleveland in 1796," an Indian tent was seen near the banks of the Cuyahoga River, while in front of it Moses Cleaveland was shown in the act of running the first line of the city. Other pioneers, with axe and spade, were preparing for the first settlement. "Cleveland in 1896," by appropriate symbols, represented commerce, art, and all the industries, while at the rear stood a large dome, surmounted by an eagle.

The exercises of this memorable Founder's Day ended with a grand Centennial reception and ball<sup>87</sup> at the Grays'

<sup>87</sup> "Yesterday was a day never to be forgotten in the history of Cleveland. It was a fitting celebration of the hundredth anniversary of the founding of a town, destined to become one of the greatest cities of the Republic. There is cause for universal rejoicing that the celebration has been so auspiciously opened."—"Cleveland Plain Dealer," July 23, 1896.

Armory, which was one of the most successful ever witnessed in Cleveland.

The strains of the music in the Armory had hardly died away before the patriotic sons and daughters of Connecticut, of Rhode Island, of Massachusetts, were engaged in preparations for New England Day, as this 23rd of July had been officially designated.

The chief event was the New England dinner, spread on the campus of Adelbert College, and given under the auspices of the New England Society of Cleveland and the Western Reserve. Two large tents had been spread, and beneath them, at 12.30 p. m., gathered some five hundred guests, among whom were Senator Hawley, Senator Sherman, Major McKinley, Governor Bushnell, and many of the Ohio editors, who were the city's guests on that day. The food was placed upon long tables, each guest serving his neighbor and himself. From the bean porridge to the Vermont turkey, it was supposed to represent the fare of New England in the early days. Dinner over, N. B. Sherwin, president of the New England Society, called the assemblage to order, and introduced Senator Hawley as the first speaker. He responded in a brief address, the central thought of which was that the Puritan had an idea that God had put him into the world to do a certain work, and that idea made him an earnest, persevering man, who accomplished much in his pursuit of an ideal State that should stand for religion and free government.

Brief speeches were also made by Senator Sherman, Governor Bushnell, Major McKinley, A. Kennedy Child, of the Hartford (Conn.) Board of Aldermen, and John T. Mack, president of the Association of Ohio Dailies. All these addresses were brief, to the point, and filled with tributes to New England, and this newer New England of the West.

The programme arranged for the entertainment of the Ohio editors was fully carried out. There was an early meeting at the Hollenden Hotel, a trip on the lake in the steamer "City of Buffalo," a trolley ride over the prin-



cipal lines, the dinner under the tents on Adelbert campus, a tally-ho ride through Wade and Gordon parks, and a lunch and reception at the Artemus Ward Club.

The Euclid Avenue Opera House was filled, in the evening, by a brilliant audience assembled to witness the first presentation of the Centennial opera, "From Moses to McKisson," by the Gatling Gun Battery. The opera was voted a great success, both in its subject-matter and in the manner in which it was presented.

The next day that was formally given over to Centennial holiday-making was Monday, July 27th, when the great bicycle parade occurred. It was an event that would have been difficult to describe to the Clevelanders of a hundred years ago. No witness of these brilliant and rapidly-moving columns that wheeled along the streets of the city could fail to ponder the fact that this was a sight possible only in the closing days of the nineteenth century — a wonderful triumph of modern mechanical skill.

There were nine divisions in all. The line formed in Wade Park, at 2 p. m., and moved over the following streets and avenues: Euclid, Bolton, East Prospect, Sibley, Kennard, Euclid, the Public Square, Superior, Erie, Chestnut, Dodge, Euclid to the east of Willson, and there disbanded.

"Not since the Centennial ceremonies began," says one local chronicler,<sup>88</sup> "has there been such a turn-out of people as filled the eight miles of parade route in Cleveland yesterday. The military had their thousands, but the wheelmen had their tens of thousands of admirers." The story of this parade cannot be better told than in the graphic language of this witness: "What a unique parade it was! No such kaleidoscope of color has filled Cleveland's streets in many a day. The nations of the earth were represented. Gaily decorated yachts, with colors flying from every mast and stay, glided down the open stream, their sails filling with gentle breezes, that set

<sup>88</sup> "Cleveland Plain Dealer," July 28, 1896.

their flags fluttering. Butterflies of gaudy hue skimmed silently over the pavement. Frogs with goggle eyes, Indians in war paint, Arabs in scarlet fezes, white troops of sweet girl graduates, Romeos in doublets and trunks, Topsy and Sambos, almond-eyed Japs, Uncle Sams of all ages, and Goddesses of Liberty without number, flitted past, until the spectators grew dizzy watching the constantly revolving wheels."

The line was headed by a platoon of police on wheels, and just behind came Grand Marshal Carlos M. Stone, and J. E. Cheesman, chief of staff. A reviewing stand on Superior street was occupied by Major McKinley, Director-General Day, Adjutant-General H. A. Axline, and other prominent gentlemen.

The exercises of Woman's Day, Tuesday, July 28th, furnished convincing evidence that the women of Cleveland, and of the Western Reserve, had most nobly and ably fulfilled the trust committed to their hands. At 8.30 a. m., a committee of ladies rode to the Public Square and wreathed the bronze Moses Cleaveland with flowers.

At 9 a. m., the formal exercises in Central Armory commenced, with Mrs. Mary B. Ingham, president of the Woman's Department of the Centennial Commission, presiding. Only the briefest mention of the good and brilliant things that were there provided is possible here. Rev. S. P. Sprecher offered prayer, after which Wilson M. Day, director-general, made the opening address. "Through good and evil report," said he, "the women have stood by this Centennial. The Centennial Commission owes an inextinguishable debt of gratitude to the women of Cleveland for their patriotic and self-sacrificing efforts in behalf of this celebration. Prompt to answer to the call for assistance, ready in suggestion and execution, undismayed by obstacles often most disheartening, intelligent and comprehensive in planning, loyal to every request of the Commission, yet absolutely independent of any assistance, they have done so well that we could not wish it better."

Mrs. James A. Garfield, honorary chairman of the department, presented Mrs. Ingham as president of the day. Among the exercises that occurred, from that time until adjournment, at 4.15 p. m., the following must be mentioned: The department of philanthropy was considered for an hour, under the leadership of Mrs. Dan P. Eells. Mrs. F. A. Arter read a paper on the Young Women's Christian Association; other papers on other lines of benevolent work were read by Mrs. L. A. Russell, Mrs. M. B. Schwab, Mrs. E. J. Blandin, Mrs. Ellen J. Phinney, and Mrs. Sarah M. Perkins. Miss Linda T. Guilford presided during the hour devoted to household economics, and an address on "A Stronger Home" was made by Mrs. Helen Campbell.

From 12 m. to 1.30 p. m., a reception was held and luncheon served to the township historians, and other visitors. The first hour of the afternoon was given to "Woman's Clubs," Mrs. Elroy M. Avery presiding. A pleasing address of congratulation and commendation was made by Mayor Robert E. McKisson. J. G. W. Cowles, president of the Cleveland Chamber of Commerce, also delivered a brief address. Mrs. Benjamin F. Taylor read an able paper on "Women's Clubs." Miss Hannah Foster, author of the Centennial Ode of the woman's section, was next introduced, and read an extended poem of rare force and power, the key-note of which was found in these opening lines:

"Rose, flourished long, grew old, then fell asleep,  
The hundred-gated city of the Nile;  
But not of her, deep sepulchered, the while  
Forgotten centuries her records keep;  
Nor Venice, smiling still with studied grace,  
Into the mirror that reflects her face;  
Nor once imperial Rome, whose name and fame  
So ruled the world; old pomp, and power, and pride—  
Not those to-day! With warmer, quicker tide  
Our pulses thrill! On sacred altars flame  
Pure patriot fires of love and loyalty,  
While ready hands the Stars and Stripes outfling  
And 'Cleveland,' past and present, and to be,  
Aye, 'Greater Cleveland,' her proud sons and daughters sing!"



The second hour of the afternoon was given up to the subject of education, Mrs. Lydia Hoyt Farmer presiding. A paper on "Domestic Effects of the Higher Education of Women" was read by Mrs. May Wright Sewall. Mrs. Caroline Baldwin Babcock presided during the final hour, which was devoted to pioneer topics. Mrs. Harriet Taylor Upton spoke on "Our Ancestors, the Heroes and Heroines of the Western Reserve;" Mrs. R. H. Wright on "Are we worthy of our Ancestors?" and Mrs. Kate Brownlee Sherwood on "Looking Forward."

After a few remarks by the venerable Truman P. Handy, and the offering of the Lord's Prayer by the entire audience, the afternoon exercises came to an end. From 5.30 to 6.30 p. m., there was a reception in the Grays' Armory. Mrs. M. A. Hanna, chairman of the reception committee, was assisted in receiving by Governor and Mrs. Bushnell, Major and Mrs. McKinley, and other prominent ladies and gentlemen. The reception was followed by a banquet, spread in the great drill room, where thirty-two tables, exquisitely appointed and richly laden, were set for the accommodation of six hundred guests.

At 7.00 p. m., when the guests were seated, Mrs. W. A. Ingham brought down the gavel, and introduced Mrs. W. G. Rose, chairman of the banquet committee, who welcomed the company in an eloquent address. Mrs. Sarah E. Bierce, chairman of the Woman's Day Committee, and toast-mistress of the evening, in a charmingly-worded address, assumed her duties. Rev. H. M. Ladd said grace, and, to the music of the Schubert Mandolin Club, the menu was discussed. When this portion of the programme had been completed, Mayor McKisson welcomed the guests, in behalf of the city, and congratulated the women of the Western Reserve upon the great work they had accomplished. Governor Bushnell spoke in response to the toast, "The State;" Mrs. T. K. Dissette spoke on "Auld Lang Syne;" Mrs. May Wright Sewall, on "The Present Situation;" Mrs.

N. Coe Stewart, on "The Wheel of the Past: the Wheel of the Present;" Mrs. Annette Phelps Lincoln, on "Ohio Federation of Woman's Clubs;" Rabbi Moses J. Gries, on "Home;" Mrs. Helen Campbell, on "Prisoners of Poverty: Prisoners of Hope;" Mrs. J. C. Croly (Jennie June), on "The Future Citizens;" and Mr. W. F. Carr, on "The Reserve Force of the Western Reserve—the Women." A few happy remarks on "Those Royal Good Fellows, the Men," were then made by Mrs. A. H. Tuttle, after which Mrs. Elroy M. Avery arose and said: "Women began the day by hanging on the outstretched arm of Moses Cleaveland a wreath of flowers, in token of honor and respect. He was a man. We end the day by presenting to the representative of the Centennial Commission a basket of flowers, as a token of honor and respect to the men of Cleveland." With this, Mrs. Avery handed to Director-General Day a basket of magnificent roses. This ended the exercises of the evening.

Wednesday, July 29th, was set aside as Early Settlers' Day, and was mainly devoted to the exercises conducted by the Early Settlers' Association of Cuyahoga County. At 9.30 a. m., the members of this great body, that has done so much for the preservation of historical information concerning this portion of the West, gathered in Army and Navy Hall, for their annual meeting. The exercises opened with prayer, by Rev. Lathrop Cooley, chaplain of the Association, followed by a song by the Arion Quartet. Hon. A. J. Williams, chairman of the executive committee, submitted his annual report. He read also the report that had been prepared by Solon Burgess, the treasurer. On motion of General James Barnett, the officers who had served during the past year were re-elected, as follows: *President*, Richard C. Parsons; *Vice-Presidents*, Mrs. Josiah A. Harris, George F. Marshall; *Secretary*, Henry C. Hawkins; *Treasurer*, Solon Burgess; *Chaplain*, Rev. Lathrop Cooley; *Marshal*, Hiram M. Addison. The annual address of President Parsons was then listened to. He briefly sketched the history of





A VIEW IN WADE PARK.





Ohio, and the Western Reserve, and paid an eloquent tribute to the character of the men by whom they were peopled. When he had concluded, Hon. John C. Covert was introduced, as the author of that resolution, back in 1893, that was the first public, official suggestion, of this Centennial celebration, of 1896.

Mr. Covert<sup>89</sup> related many interesting events connected with the foundation and settlement of Cleveland, and, in conclusion, paid a warm tribute to those who came into the wilderness, to build a commonwealth, and make their homes. "These early settlers were, as a rule," said he, "men of sturdy patriotism, and broad intelligence. Their principles, like some of their houses, survive them. When all material objects associated with them shall have passed away, their principles will still live, and their names and examples be cherished during centuries yet to come."

Remarks were also made by Truman P. Handy, General J. J. Elwell, and S. D. Dodge. The members of the association were invited then to a dinner, in an upper hall. At 2:00 p. m., they reassembled, and marched as a body to the log-cabin. A photograph was taken of the group, in front of that famous structure. The afternoon was spent in social converse, and in listening to the old-time

<sup>89</sup> In the course of his remarks, Mr. Covert suggested a modification of the generally accepted statement, that pioneer Nathaniel Doan was a blacksmith. He spoke, he said, on the authority of members of the Doan family. "He built a blacksmith shop," said Mr. Covert, "a hotel, a saleratus factory, and a store, because they were needed. Nathaniel Doan was postmaster, and justice of the peace, for many years, and religious services were conducted by him, in his house." It will be remembered, that the Connecticut Land Company voted a grant of one city lot to Nathaniel Doan, the consideration being that he should "reside thereon, as blacksmith." Colonel Charles Whittlesey, in his "Early History of Cleveland," p. 331, says: "Mr. Doan was the blacksmith of the Land Company, whose business it was, during the progress of the survey, to keep their pack-horses well shod. In 1708, he erected a rude shop, on the south side of Superior street." The probability is, that he did not personally follow that trade in Cleveland, although the builder of the shop which his arrangement with the Land Company caused to be erected.

music which "Father" H. M. Addison evoked from his ancient violin.

On the succeeding day, Thursday, July 30th, came the celebration of Western Reserve Day, dedicated to the people of that historic tract, of which Cleveland is the metropolis. It was ushered in, at 5.30 a. m., by a national salute. It had been intended to hold public exercises during the forenoon, in Central Armory, but Senators John Sherman and Calvin S. Brice, who had been advertised as the chief orators, discovered, at the last moment, that they were unable to come, and accordingly it was abandoned. A military and pioneer parade had been arranged for at 2.30 p. m., and that was carried out, in a successful manner. The progress of a century was shown by floats, and otherwise. Old-time agricultural implements, the spinning-wheel and hand-loom, the "dug-out," the yokes of oxen, the stage-coach of by-gone days, the mail-carrier, and other reminders of pioneer times, were seen in the parade, as it passed the reviewing stand, in front of the City Hall. In the military part of the parade, came a regiment of United States regulars, a troop of regular cavalry, a battery of United States artillery, regiments of the Ohio National Guard, Cleveland companies, and the veteran firemen. The procession was reviewed by Governor Bushnell, as commander-in-chief of the troops.

The week beginning with Monday, August 10th, was given over to the Centennial Yacht Regatta, under the auspices of the Centennial Commission, and of the Cleveland Yacht Club. Several days of excited racing, and much in the line of social pleasure, tell in a few words the story of the week. August 18th, 19th, and 20th, were devoted to the Centennial Floral Exhibition, given under the auspices of the Centennial Commission, the Cleveland Florists' Club, and the Society of American Florists. On the 18th, the twelfth annual convention of the National Association was held in Army and Navy Hall. Mayor McKisson made a speech of welcome to the visitors.



The floral exhibits were displayed in Central Armory. The three days devoted to these beautiful displays, and to the reception and entertainment of the exhibitors, were not among the least attractive features of the Centennial summer.

A week and more, extending from August 22nd to August 29th, was set aside for the Grand Encampment and Supreme Lodge of the Knights of Pythias. A camp had been prepared, on "Payne Meadows," to which the name Camp Perry-Payne had been given. To this came thousands of knights, from all parts of the country, and were welcomed by representatives of the Centennial Commission, and of the members of the order, in Cleveland. A band concert on the opening evening; divine services on the Sabbath; the dedication of the camp; boat riding on the lake; visits to the public parks, and other places of interest; parades; an excursion to Put-in-Bay; and prize drills, were only a few of the events arranged for the pleasure of the visitors. The parade of the uniform rank, and subordinate lodges, on the 25th, was generally described as the greatest, and most imposing, in the history of the order.

The first of the Historical Conferences, which were among the closing events of the celebration, was held, on September 7th and 8th, in Association Hall. These two days were devoted to the section of education, and the meetings were presided over by President Charles F. Thwing, of Western Reserve University. Director-General Day opened the exercises, at 3.00 p. m., by a short speech, at the conclusion of which he introduced Dr. Thwing. Prayer was offered by Rev. S. P. Sprecher. An entertaining paper on "Some Early Schools and Teachers of Cleveland," was read by Miss L. T. Guilford. L. H. Jones, superintendent of the Cleveland schools, followed with an able and thoughtful paper on "Present Ideals, and Future Prospects of Public Education in Cleveland." Prof. B. A. Hinsdale, of the University of Michigan, formerly president of Hiram College, and superintendent of Cleveland schools, spoke, in the evening session,

on "The Development of Primary and Secondary Education." The second day, September 8th, was occupied by Mgr. T. P. Thorpe, who spoke on education, with especial reference to the parochial and public schools of Cleveland; Dr. Levi Gilbert, who talked upon religion, morals, and education; and President Thwing, who ably discussed the development of higher education. In the evening, an address on legal education was delivered by Professor Jeremiah Smith, of the Harvard Law School.

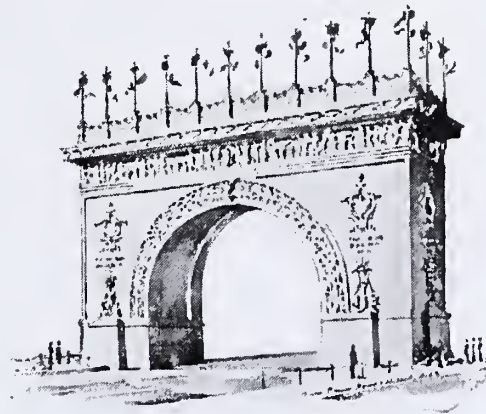
The succeeding day, September 9th, was devoted to the section of religion, and the section of philanthropy. The exercises were held in Association Hall, and were commenced at 9.30 a. m., with J. G. W. Cowles presiding. The following papers were read: "The Baptist Church," prepared by Rev. H. C. Applegarth; "The Catholic Church," Chancellor George F. Houck; "The Congregational Church," Rev. J. G. Fraser; "The German Protestant Church," Rev. H. J. Reutenik; "The Jewish Church," Rabbi M. Machol; "The Methodist Episcopal Church," Mrs. W. A. Ingham; "The Presbyterian Church," Rev. A. C. Ludlow. In the afternoon, a paper on "The History of the Charities of Cleveland," was read by L. F. Mellen; Dr. C. F. Dutton spoke on "The Mutual Relations of Riches and Poverty," and Rabbi Moses J. Gries, on "Organized Philanthropy."

With the close of Thursday, September 10th, the celebrations of Cleveland's most memorable summer came to an end. It was Perry's Victory Day that was observed, with an enthusiasm as great, and a patriotism as fervent, as was shown by the people of Cleveland on the opening of this series of commemorative events.

For the last time the national salute at daybreak notified the people to be up for their final holiday. Great crowds of visitors came in from the surrounding country, and the streets were everywhere filled, long before the beginning of the formal exercises. The weather was perfect, as though nature was willing to make amends for the heat and rains of the previous days.

There was a mass meeting in the Central Armory, at 9.30 a. m. Governor Bushnell was president of the day, and, on taking the chair, spoke briefly of the day and its meaning. He then introduced the Hon. Charles Warren Lippitt, governor of Rhode Island—the State in which Oliver Hazard Perry was born,—who had come to Cleveland as the city's guest.

Governor Lippitt then delivered the chief address of the day, in which the story of Perry's memorable battle, and its results, was told in full. At its conclusion, Director-General Day offered a resolution, asking the Congress of the United States, and the general assembly of Ohio, "to make an appropriation sufficient to erect, on Put-in-Bay Island, an appropriate memorial over the long-neglected graves of the patriotic American soldiers and sailors of the Battle of Lake Erie." The resolution was adopted, unanimously.



THE CENTENNIAL ARCH.

An ode on Perry's victory was read by Frederick Boyd Stevenson, of Chicago. Several descendants of Commodore Perry were introduced. The benediction was pronounced by Rev. Charles E. Manchester, and the gathering dispersed.

At 2.30 p. m., came the final great parade, industrial and military in its character. There were many soldiers in the line; the governors of Ohio and Rhode Island, with their staffs; the members of the Centennial Commission; the officers of the United States steamer "Michigan," and of the revenue cutter "Fessenden;" many fraternal and social organizations; and a long line of floats, illustrative of Cleveland's varied industries, and the products of her factories and shops. It was a crowning object-lesson, showing what the city of Moses Cleaveland could do, at



this end of the nineteenth century. It covered miles of the city's streets, which were lined by thousands of spectators. The shades of evening had fallen, before the last float went by the reviewing stand, and the electric lights were called in to shed their brightness upon the final scene.

The people had no time to go home, but filled all the lake front at an early hour, where the Battle of Lake Erie was again fought over, in mimic warfare.

The Centennial celebration was brought to a close, at the conclusion of a banquet, given in the Hollenden Hotel, by the Centennial Commission, in honor of the guests of the day. James H. Hoyt presided, and at the proper point introduced Governor Bushnell, who made an extended and patriotic address. He was followed by Governor Lippitt, Hon. E. C. Bois, attorney-general of Rhode Island, James H. Hoyt, Rabbi Moses J. Gries, and, finally, Mayor Robert E. McKisson. He reviewed the century past, thanked all who had aided in making the Centennial a success, and spoke hopefully of the future. Then, with a mallet made from wood taken from the historic log-cabin, he gave a sharp rap upon the table, and officially declared the Centennial celebration of 1896 at an end.

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